REPUBLIC OF AFGHANISTAN
AERONAUTICAL INFORMATION PUBLICATION (AIP)
THIRD EDITION
12 May 2005

Combined Forces Air Component Commander
The Ministry of Transport

This AIP is current as of 12 May 2005.

Consult NOTAM for latest information

GEN ENR AD

PART 1 GENERAL (GEN)

GEN 0.1 Preface

GEN 0.1.1 Name of publishing authority

0.1.1.1 The Combined Forces Air Component Commander (CFACC) was delegated the Airspace Control Authority (ACA) for Afghanistan and the Kabul Flight Information Region (FIR) effective 0730 UTC 11 February 2002 until further notice.

The CFACC, in coordination with the Ministry of Transportation (MoT), is the publishing authority for this AIP.

GEN 0.1.2 Flight safety risks and compliance with AIP procedures

0.1.2.1 All operators are informed that there are ongoing military operations in Afghanistan and non-military flight operations could be at significant risk. There are continuing reports of indiscriminate small arms attacks on aircraft operating in Afghanistan. Operators undertake flights within the Kabul FIR at their own risk.

0.1.2.2 Compliance with these procedures is mandatory. It is imperative for aircraft flight safety that the procedures within this AIP are strictly followed and that operators check all current NOTAMS issued by the ACA regarding flight operations in the Kabul FIR. Operators are advised that NOTAM publishing during weekends and holidays is limited.

0.1.2.3 Pilots **shall** continuously monitor the VHF emergency frequency 121.5 MHz and **shall** operate their transponder at all times during flight. Further transponder guidance is located at GEN 1.5.3.

0.1.2.4 All Afghanistan airports with the exception of Kabul and U.S. Military airports have limited or no ATC, Metro, Fire and Rescue or ground support services. In addition all pavements at these airports are in poor condition. Crews operate to, at or from these airfields do so entirely at their own risk.

GEN 0.1.3 Applicable ICAO documents

1. Air Traffic Management, ICAO Document 4444, fourteenth edition dated November 1, 2001
2. Air Traffic Services, ICAO Annex 11, thirteenth edition dated July 1, 2001
3. ICAO Manual on Airspace Planning Methodology for the determination of separation minima, first edition, dated 1998
4. Regional Supplementary Procedures, ICAO Document 7030/4, fourth edition dated 1987
5. Air Traffic Services Planning Manual – Document 9426-AN924
6. Annex 15 Standards And Recommended Practices
7. Document 8126, Integrated Aeronautical Information Package

8. Document 8697, Aeronautical Chart Manual
9. Annex 4 to the Convention on International Civil Aviation

GEN 0.1.4 The AIP structure

0.1.4.1 The AIP is prepared in accordance with the standards and recommended practices (SARPS) detailed in Aeronautical Information Services - Annex 15 to the Convention on International Civil Aviation Tenth Edition – July 1997 Manual (ICAO Doc 8126) and forms part of the Integrated Aeronautical Information Package.

Note: ICAO guidance may be viewed in the MS Word format by selecting the Tools/Options menu and selecting the "view hidden text" box. This is intended to assist those wishing to propose amendments / improvements to the document. The guidance text is formatted in a red font for clarity.

0.1.4.2 The AIP consists of three parts and forms part of the integrated Aeronautical Information Package. Each part is divided into parts, sections and subsections, as applicable. The main AIP parts are:

a. General (GEN).

b. En-route (ENR).

c. Aerodromes (AD).

0.1.4.3 Whenever possible, charts contained in the AIP are in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO Doc 8697 - see GEN 1.7.4).

0.1.4.4 The AIP is distributed as a complete document only via electronic format from the RAMCC website. There are no partial changes. Users are cautioned to ensure that printed or saved electronic copies are checked each Aeronautical Information Regulation and Control (AIRAC) cycle (see GEN 3.1.4.1.) To ensure their recency against the RAMCC website.

GEN 0.1.5 Established regular amendment interval

0.1.5.1 This AIP follows the AIRAC 28 day cycle. Supplements and NOTAMS will precede amendments as required and can be found on the RAMCC website.

0.1.5.2 Operators must review NOTAMs regularly for changes affecting the information in this document.

GEN 0.1.6 Service to contact in case of detected AIP errors or omissions

0.1.6.1 All AIP correspondence that may enhance this publication should be addressed via email to AFGHANAIP@auab.aorcentaf.af.mil.

GEN 0.2 Record of AIP Amendments

0.2.1.1 This AIP is only published online as a complete document, there is no requirement for amendment records. The amendment status and effective date of the AIP shall be reflected on its title page as well as all page headers. Document changes of a critical nature will be posted initially via NOTAM.

GEN 0.3 Record of AIP Supplements

0.3.1.1 There are no current AIP supplements.

GEN 0.4 Checklist of AIP pages

0.4.1.1 As this AIP is published online as a complete document only, all pages shall reflect the same date. Until individual page changes are available for this AIP, there is no requirement for a page checklist.

GEN 0.5 List of hand amendments to the AIP

0.5.1.1 There are no existing hand amendments for the AIP.

GEN 0.6 AIP Table of contents (TOC)

0.6.1.1 Due to this publication being published in electronic format only, a TOC is not published within this AIP; rather, users should utilize the 'Bookmark' feature of the PDF document or the 'View / Document Map' feature of the Word document to move quickly throughout the AIP. Hyperlinks are also provided throughout the AIP as deemed necessary to assist in quick navigation.

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated authorities

The addresses for the designated authorities for this publication are:

a. The Combined Forces Air Component commander (CFACC):

COMBINED AIR OPERATIONS CENTER

CENTAF A3 FWD

AIRFIELD OPERATIONS CELL

ATTN: AFGHANISTAN AIP

AL UDEID AB – QATAR

APO AE 09309

Email: AFGHANAIP@auab.aorcentaf.af.mil

b. The Ministry of Transport, Afghanistan:

Ministry of Transport

Ansari Watt

Kabul

Afghanistan

GEN 1.2 Entry, transit and departure of aircraft

GEN 1.2.1 General

1.2.1.1 All aircraft require MoT and CFACC approval to land at or depart from an Afghani aerodrome. MoT approval can be gained by submitting requests 24-48 hours prior to telephone number 852-93272168 or through fax at 852-93278968. Requests can also be made through the AFTN line at the Kabul FIC. The AFTN identifier is OAKBYAYX. Replies from MoT will be sent via a Fax or the AFTN. Once in receipt of a MoT approval number, present it to the corresponding airfield with your slot request for CFACC approval.

1.2.1.2 Once MoT approval is granted, CFACC approval is gained through the use of a slot time system located at ENR 1.9. Slot request forms are available from the RAMCC website. Some airfields are Prior Permission Required (PPR). Consult the NOTAMs for determining if an airfield is PPR. PPR forms are also available from the RAMCC website. PPR requests must be submitted and approved by the airfield before RAMCC will process the slot request. Once operational the Kabul ACC will be the issuer of Mode 3 codes and RAMCC approval will no longer be required.

1.2.1.3. Once the Kabul ACC is operational, RAMCC will be officially disbanded and no longer be considered an approval authority for Afghan Airspace. RAMCC slot approval will no longer be required. Aircraft will consult the NOTAMS to determine if an airfield is PPR. If so, all aircrews will be required to call/e-mail the local airfield manager to obtain PPR approval. For all International Security Assistance Force (ISAF) flights see ENR 1.9.3. All aircraft operating into the Kabul FIR will continue to require MoT approval.

1.2.1.4. For overflights, all aircraft require MoT approval. MoT approval will be gained through the same means as arrivals and departures outlined in 1.2.1.1. Overflights do not require CFACC approval.

1.2.1.5 All aircraft operating within the Kabul FIR must be familiar with ENR 1.8 Regional supplementary procedures.

GEN 1.2.2 NOTAM information

1.2.2.1 It is the aircrew's responsibility to read all NOTAMS prior to flight. NOTAMs pertaining to this AIP can be found on the RAMCC website.

GEN 1.2.3 Flight restrictions

1.2.3.1 Regardless of ICAO airspace classes stated in this AIP, all civilian aircraft intending to land or depart from the Kabul FIR are **restricted to the hours between sunrise and sunset each day.**

1.2.3.2 All aircraft overflying the Kabul FIR (not landing or departing) are required to operate under Class F airspace rules. Class F Airspace is defined as the following:

Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Note. - Where air traffic advisory service is implemented, this is considered normally as a temporary measure only until such time as it can be replaced by air traffic control.

1.2.3.3 Effective with the stand up of the new High En Route structure, high airways will be considered Class A airspace. **When** the Low En Route airways stand up they will be considered Class E airspace. All airspace that is not on the airways or defined in paragraph ENR 2.1.2 will be considered Class G airspace.

WARNING: Based on real-time military activity, Airborne Early Warning (AEW) aircraft or other military controllers monitoring airways frequencies may re-route or deny airspace entry.

GEN 1.2.4 Communication requirements

1.2.4.1 All over-flight aircraft must contact the Kabul FIC 10 minutes prior to entering the FIR boundary on 10018 KHz, 5658 KHz, or 3467 KHz. Operators are required to contact the Kabul FIC directly for clearance.

1.2.4.2 The High Enroute structure will stand up 15 May 05 at 0500Z. All over-flight aircraft must contact the Kabul FIC 10 minutes prior to entering the FIR boundary. If entering via B466/G792, L750, or A466 you must contact Kabul ACC on 128.5 VHF. If entering Kabul ACC via N644 or M881 contact must be made via above HF frequencies.

1.2.4.3 If entering the Kabul ACC at or below FL290 from the North between LEMOD Waypoint on M696 clockwise to LAJAK Waypoint on M696, you should contact Kabul ACC on 118.3 VHF or 242.6 UHF. If entering Kabul ACC at or below FL290 from the South between RIMPA Waypoint on G202 clockwise to RANAH Waypoint on V838, you should contact Kabul ACC on 120.9 VHF or 361.0 UHF. Operators are required to contact the Kabul ACC directly for clearance. All IFR aircraft must continually monitor the frequency assigned by air traffic control. VFR aircraft on an airway are recommended to monitor the appropriate ATC frequency. ATC frequencies are located at paragraph GEN 3.4.

GEN 1.2.5 Kabul FIR entry / exit points

1.2.5.1 For destinations to/from Afghanistan, aircraft are only permitted to enter and exit the Kabul FIR via the following points and flight levels (does not include over-flight airways):

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	LEVEL BLOCK
Tajikistan	PYANJ	N3715.0 E06906.0	V848	FL260 to FL290
Uzbekistan	AMDAR	N3712.5 E06720.6	A454	FL230 to FL240
Turkmenistan	RANAH	N3535.0 E06312.0	V838	FL230 to FL280
Iran	CHARN	N3510.0 E06108.0	V390	FL140 to FL280
	KAMAR	N3239.0 E06044.0	G202	FL150 to FL250
Pakistan	GADER	N2941.0 E06128.0	DIRECT DILARAM	FL150 to FL240
	KOTAL	N3406.0 E07109.0	A455	FL150 to FL190
	LAJAK	N3356.0 E07030.0	A453	FL150

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	LEVEL BLOCK
				to FL190
	SERKA	N2951.0 E06615.0	B466	FL180 to FL240
Pakistan	SABAR	N3537.0 E07131.0	G206	FL260 to FL270

The table below for FIR entry and exit points goes into effect with the stand-up of Kabul ACC.

1.2.5.2 Aircraft are only permitted to enter and exit the Kabul FIR via the following points and flight levels coincident with the Kabul ACC standup.

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	ALTITUDE
Pakistan	GADER	N29-40-59.7 E61-28-03.42	G206	7000 MSL -FL290
	GADER	N29-40-59.7 E61-28-03.42	A453	7000 MSL -FL290
	SOKIR	N29-08-00 E64-25-01.02	M375	10000- FL290
	SERKA	N29-51-00 E66-15-0	V390	11000- FL290
	RIMPA	N31-26-00 E067-36-00	G202	12000- FL290

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	ALTITUDE
Pakistan	LAJAK	N33-55-58.98 E70-29-58.98	M696	18000- FL290
	KOTAL	N34-05-58.98 E71-08-58.52	A455	12000- FL290
	SABAR	N35-36-58.02 E71-30-58.02	G206	FL210- FL290
	SERKA	N29-51-00 E66-15-0	B466	FL310- ABOVE
	ASLUM	N31-01-00 E66-37-00	G792	Fl310- ABOVE
	ROSIE	N31-40-06.07 E69-00-08.78	L750	FL310- ABOVE
	PAVLO	N32-51-58.98 E69-25-58.98	N644	FL310- ABOVE
	SITAX	N33-05-00 E70-03-00	A466	FL310- ABOVE
	LAJAK	N33-55-58.98 E70-29-58.98	M881	FL310- ABOVE
	PADDY	N36-27-58.02 E71-37-58.02	P500	FL310- ABOVE
Tajikistan	PINAX	N37-15-00 E69-06-00	V848	FL220 to FL290
Tajikistan	GARRI	N38-25-00 E70-44-00	V876	FL190-

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	ALTITUDE
				FL290
	FIRUZ	N36-40-00 E71-38-00	P500	FL310- ABOVE
	GARRI	N38-25-00 E70-44-00	M881	FL310- ABOVE
Uzbekistan	AMDAR	N37-12-30 E67-20-36	A454	FL190 to FL290
Turkmenistan	RAPTA	N37-27-00 E65-38-00	B442	7000- FL290
	LEMOD	N36-10-00 E64-17-30	M696/N644	FL180- ABOVE
	RANAH	N3535.00 E6312.00	V838/L750	FL230- ABOVE
Iran	CHARN	N35-10-06.84 E61-08-07.31	V390/G492/B466	9000- ABOVE
	KAMAR	N32-39-00 E60-44-00	G202	FL110- FL290
	SOKAM	N33-13-16.02 E60-37-54	V338	FL110- FL290
	SIGSI	N31-05-30 E61-53-00	V717	8000- FL290

GEN 1.3 Entry, transit and departure of passengers and crew

1.3.1 Incoming passengers are required to complete a customs declaration. All baggage or articles belonging to the disembarking passengers are subject to customs inspection. Visas are required for some travelers for entry.

1.3.2. No departure formalities are required upon departure for embarking passengers. Visas are required for some travelers to exit.

GEN 1.4 Entry, transit and departure of cargo Regulations

1.4.1 Customs entry and clearance of cargo and unaccompanied baggage destined for points within Afghanistan must be completed at the first international airport of entry.

GEN 1.5 Aircraft instruments, equipment and flight documents

1.5.1. Commercial air transport aircraft operating in Afghanistan airspace must adhere to the provisions of Annex 6, Operation of aircraft, Part One, Chapter 6, (Airplane Instruments, Equipment and Flight Documents) and Chapter 7, (Airplane Communication and Navigation Equipment)

GEN 1.5.2 RNP-10 requirements

1.5.2.1 Aircraft that are unable to meet the minimum navigational requirements for RNP-10 **will not be permitted** to operate IFR within the Kabul FIR.

1.5.2.2 Due to the present nature of Afghanistan airspace, before entering RNP-10 airspace, the aircraft's position should be checked as accurately as possible by using external Navigation Aids (NAVAIDS). This may require distance measuring equipment (DME) and/or DME/VHF Omni-directional Range (VOR) checks to determine navigation system errors through displayed and actual positions. If the system is updated, the proper procedures should be followed with the aid of a prepared checklist.

1.5.2.3 **Redundant systems and Safety Assessment criteria.** All aircraft operating RNP-10 in Afghanistan airspace shall have at least dual carriage of navigation systems of integrity such that the navigation system does not provide misleading information. Additionally, all aircraft shall meet a lateral track keeping accuracy equal to or better than ± 10 NM for 95% of the flight time in RNP-10 airspace and aircraft shall meet longitudinal track positioning accuracy of ± 10 NM for 95% of the flight time in RNP-10 airspace.

GEN 1.5.3 Transponder operation

1.5.3.1 All aircraft operating in the Kabul FIR shall be equipped with serviceable pressure altitude reporting transponders. Operators shall ensure Mode C is turned on at all times and advise air traffic control of any malfunctions.

1.5.3.2 All aircraft shall ensure their transponder is set on the RAMCC assigned code or AMCC for ISAF operators. Coincident with the Kabul ACC standup, all aircraft will ensure their transponder is set to the assigned code by air traffic control for civil operators or AMCC for ISAF operators. VFR aircraft will be assigned a discrete 1200 code by air traffic control.

1.5.3.3 All aircraft overflying the Kabul FIR shall squawk the previous ACC assigned mode 3A code or 1200.

GEN 1.5.4 Equipment failure procedures

1.5.4.1 Crews shall make an advisory call on Afghan Advisory frequency 126.325 MHz if low level, or on Kabul FIC on 128.5 MHz if high level, when any deterioration or failures of the navigation equipment below the navigation performance requirements are encountered or if any deviations are required for contingency procedures. At a minimum, the following information shall be transmitted.

a. Call sign.

b. Flight level.

c. Direction of flight.

d. Position.

1.5.4.2 On 15 May with the stand-up of the High Enroute Structure aircrews shall advise Kabul ACC of any deterioration or failure of navigation equipment below RNP-10 navigation performance requirements or transponder malfunction. Coincident with the stand-up of the Low Enroute Structure aircrews shall advise Kabul ACC of any deterioration or failure of navigation equipment below RNP-10 navigation performance requirements or transponder malfunction.

GEN 1.5 Summary of national regulations and international agreements/conventions

GEN 1.6 Differences from ICAO Standards, Recommended Practices and Procedures

Note: Due to the nature of operations within the Kabul FIR, some deviations from ICAO Standards, Recommended Practices and Procedures may not be detailed in this AIP.

GEN 1.6.1 Annex 1 - Personnel Licensing, 8th Edition

Nil.

GEN 1.6.2 Annex 2 - Rules Of The Air, 9th Edition

1.6.2.1 ENR 1.8.1 cruising flight levels require operators to utilise VFR rules at IFR cruising levels, contrary to the Table of Cruising Levels in Appendix 3 of ICAO Annex 2. Coincident with the Kabul ACC stand-up this statement will no longer be valid due to the Kabul ACC opening and their ability to provide IFR separation.

GEN 1.6.3 Annex 3 - Meteorology, 13th Edition

Nil.

GEN 1.6.4 Annex 4 - Aeronautical Charts, 9th Edition

1.6.4.1 The Afghanistan AIP is at variance with Chapter 4 Section 4.2. Aerodrome Obstacle Chart – ICAO Type B is not available for airports in Afghanistan.

1.6.4.2 Enroute charts are at variance with Annex 4.

GEN 1.6.5 Annex 5 - Units Of Measurement To Be Used In Air And Ground Operations, 4th Edition:

Nil.

GEN 1.6.6 Annex 6 - Operation Of Aircraft, 7th Edition

Nil.

GEN 1.6.7 Annex 7 - Aircraft Nationality And Registration Marks, 4th Edition

Nil.

GEN 1.6.8 Annex 8 - Airworthiness Of Aircraft, 8th Edition

Nil.

GEN 1.6.9 Annex 9 - Facilitation, 10th Edition

Nil.

GEN 1.6.10 Annex 10 - Aeronautical Telecommunications, 5th Edition

Nil.

GEN 1.6.11 Annex 11 - Air Traffic Services, 12th Edition

1.6.11.1 Military contractors and Afghanistan air traffic controllers are currently providing the air traffic services within Afghanistan.

1.6.11.2 All airways within Afghanistan are classified modified RNP-10. All airways are 20 NM wide (10 NM either side of the airway centreline) with no additional protected airspace.

GEN 1.6.12 Annex 12 - Search And Rescue, 6th Edition

Nil.

GEN 1.6.13 Annex 13 - Aircraft Accident Investigation, 8th Edition:

Nil.

GEN 1.6.14 Annex 14 - Aerodromes, 3rd Edition

Some of the facilities and procedures described in AD 2 may not comply with Annex 14.

GEN 1.6.15 Annex 15 - Aeronautical Information Services, 10th Edition

1.6.15.1 The AIP is at variance with Chapter 4, paragraph 4.1.3. Precision Approach Terrain Charts are not produced yet.

1.6.15.2 The AIP is at a variance with Chapter 6 in that a complete Aeronautical Information Regulation and Control System (AIRAC) has not been implemented in Afghanistan.

GEN 1.6.16 Annex 16 - Environmental Protection, 3rd Edition

Nil

GEN 1.6.17 Annex 17 - Security – Safeguarding International Civil Aviation Against Acts Of Unlawful Interference, 6th Edition

Nil

GEN 1.6.18 Annex 18 - The Safe Transport Of Dangerous Goods By Air, 2nd Edition

Nil

GEN 1.6.19 Other ICAO DOCS

1.6.19.1 RNP-10 airway dimensions deviate from ICAO Doc 9613-AN/937 Manual On Required Navigation Performance (RNP) second edition — 1999, in that the airways are only 10 miles wide either side of centreline.

1.6.19.2 GEN 2 TABLES AND CODES

GEN 2.1 Measuring system, aircraft markings, holidays

GEN 2.1.1 Units of measurement

2.1.1.1 Aeronautical stations within the Kabul FIR shall use the following table of units of measurement:

Measurement	Units Used
Distance used in navigation, position reporting, etc. generally in excess of 2 nautical miles	Nautical Miles and Tenths (e.g., 2.1NM)
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitudes, Elevations and Heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute (FPM)

Wind direction for landing and take off	Degrees Magnetic
Wind direction except for landing and take off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting (barometric pressure)	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tonnes or Kilograms
Time	Hours and Minutes beginning at midnight UTC in 24 hour format

GEN 2.1.2 Time system

2.1.2.1 Coordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed in 24-hour format to the nearest minute, e.g. 13:40:35: is reported as 1341.

GEN 2.1.3 Geodetic reference datum

2.1.3.1 All published geographical coordinates indicating latitude and longitude are expressed in World Geodetic System 1984 (WGS84).

2.1.3.2 WGS84 is applicable within the area of responsibility of the Aeronautical Information Service (i.e., the entire territory of Afghanistan).

GEN 2.1.4 Aircraft nationality and registration marks

2.1.4.1 The nationality mark for aircraft registered in Afghanistan is the letters '**YA**'. The nationality mark is followed by a hyphen and a registration mark consisting of three letters (e.g., YA-ABC).

2.1.4.2 All aircraft markings must be displayed IAW ANNEX 7 To The Convention On International Civil Aviation Fourth Edition — July 1981 International Standards Aircraft Nationality And Registration Marks.

GEN 2.1.5 Public holidays

2.1.5.1 Religious holidays in Afghanistan are celebrated according to the lunar calendar, and other holidays such as Independence day, and New Year's day are celebrated based on the solar calendar. Significant holidays[1] are:

a. EID AL-FITR Day. After a month of Fasting (Ramadan).

b. EID AL-ADHA Day. Tenth day of the twelfth month of the Islamic (Hijra) calendar. The day commemorates the Prophet Abraham's devotion to God.

c. Remembrance Day for Martyrs and Disabled. May 4.

d. NOWROZE Day. March 21. This is the first day of spring (New Year's Day for the solar calendar).

e. JESHEN Day (Independence Day). August 19.

f. MAWLEED AL-NABI Day. The 12th day of the month Rabi al-Awal in the Islamic calendar. On this day, people celebrate Prophet Muhammad's birthday.

g. ASHURA Day. Tenth day of the month Muharram in the Islamic calendar. This is a day of mourning. It commemorates the martyrdom of Prophet Muhammad's grandson Hussain and his followers at the battle of Kerbala.

GEN 2.2 Abbreviations used in AIS publications

ACC- Area Control Center

PPR – Prior Permission Required

MRA – Minimum Radio Reception Altitude

MOCA – Minimum Obstacle Clearance Altitude

[1] Source: http://www.afghan-web.com/culture/holidays.html

GEN 3 SERVICES

3.1.3.1 Each AIP part is broken into detailed elements as follow:

a. Part 1 General (GEN).

b. Part 2 En Route (ENR).

c. Part 3 Aerodrome (AD).

3.1.3.2 Part 1 – **General (GEN**) consists of five information sections, briefly described as follows:

a. GEN 0 Preface. Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and Table of Contents to Part 1.

b. GEN 1 National Regulations and Requirements. Designated authorities; Entry; Transit and Departure of Aircraft; Transit and Departure of Passengers and Crew; Entry, Transit and D departure of Cargo; Aircraft Instruments, Equipment and Flight Documents; Summary of National Regulations and International Agreements / Conventions; and Differences from ICAO Standards, Recommended practices and procedures.

c. GEN 2 Tables and Codes. Measuring System, Aircraft Markings and Holidays; Abbreviations used in AIP; Chart Symbols; Location Indicators; List of Radio Navigation Aids; Conversion Tables; and Sunrise/Sunset Tables.

d. GEN 3 Services. Aeronautical Information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorological Services; and Search and Rescue.

e. GEN 4 Fees and Charges.

3.1.3.3 Part 2 – **En Route (ENR**) consists of seven information sections, briefly described as follows:

a. ENR 0 Preface. Record of AIP Amendment; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and the Table of Contents to Part 2.

b. ENR 1 General Rules and Procedures. General Rules; Instrument Flight Rules; ATS Airspace Classification; Holding; Approach and Departure Procedures; Radar Services and Procedures; Altimeter Setting Procedure; Regional Supplementary Procedures; Air Traffic Flow Management; Flight Planning; Addressing Of Flight Plan Message; Interception Of Civil Aircraft; Unlawful Interference and Air Traffic Incidents.

c. ENR 2 Air Traffic Services (ATS). Airspace, Detailed Description of Flight Information Regions (FIR) and Terminal Control Areas (TMA).

d. ENR 3 ATS Routes.

e. ENR 4 Radio Navigation Routes Aids/Systems - Radio Navigation Aids - En-Route; Name-Code Designators for Significant Points; and Aeronautical Ground lights - En-Route.

f. ENR 5 Navigation Warnings; Prohibited, Restricted and Danger Areas.

g. ENR 6 En-Route Charts. En-route Chart – ICAO and Index Charts

3.1.3.4 Part 3 – **Aerodromes (AD**) consists of three information sections, briefly described as follows:

a. AD 0 Preface. Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and the table of Contents to Part 3.

b. AD 1 Introduction. Aerodrome Availability; Rescue and Fire Fighting Services; and Index to Aerodromes.

c. AD 2 Detailed Information about Aerodromes.

d. AD 3 Detailed Information about Heliports.

GEN 3.1.4 AIRAC system

3.1.4.1 The Afghanistan AIP utilises a 28 day AIRAC cycle. Future AIRAC publishing dates are:

9 June 2005	7 July 2005	4 Aug 2005
1 Sep 2005	29 Sep 2005	27 Oct 05
24 Nov 05	22 Dec 2005	

GEN 3.1.5 Pre-flight information service at aerodromes/heliports

GEN 3.2 Aeronautical charts

GEN 3.2.1 Responsible service(s)

GEN 3.2.2 Maintenance of charts

GEN 3.2.3 Purchase arrangements

3.2.3.1 The AIP is distributed free in electronic format only from the RAMCC website.

GEN 3.2.4 Aeronautical chart series available

GEN 3.2.5 List of aeronautical charts available

GEN 3.2.6 Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000

GEN 3.2.7 Topographical charts

GEN 3.2.8 Corrections to charts not contained in the AIP

GEN 3.3 Air traffic services

GEN 3.3.1 Responsible service

GEN 3.3.2 Area of responsibility

GEN 3.3.3 Types of services

3.3.3.1 **Air Traffic Control Service**. Within the Kabul FIR, this is limited to an approach control service with the aid of radar and an aerodrome control service. Bagram and Kandahar are the only approach controls that provide radar services at this time.

3.3.3.2 Coincident with the Kabul ACC, Non-Radar separation service will be provided to IFR aircraft operating on Kabul FIR airways. All other aircraft will be considered VFR.

3.3.3.3 Subject to workload, air traffic controllers will provide weather advisories and VFR flight following service to aircraft within the Kabul FIR.

3.3.3.4 **Flight Information Service (FIS)**. A FIS provides non-radar service, either separately or in conjunction with other services, for the purposes of supplying information useful for the safe and efficient conduct of flights. Under a FIS the following conditions apply:

a. Provision of the service includes information about weather, changes of serviceability of facilities, conditions at aerodromes and any other information pertinent to safety.

b. The controller may attempt to communicate with the flight for monitoring and co-ordination purposes only. Such communication does not imply that a radar

service is being provided or that the controller will continuously monitor the flight. Pilots must remain aware they are **not** receiving radar service.

c. Except in identified Control Zones, there is no radar service in the Kabul FIR. Controllers are not responsible for separating or sequencing aircraft outside of radar coverage.

3.3.3.4 FIS providers will, subject to workload, provide pilots with information concerning collision hazards to aircraft when self-evident information from any source indicates that a risk of collision may exist. It is accepted that this information may be incomplete and the controller cannot assume responsibility for its issuance at all times or for its accuracy.

3.3.3.5 Air traffic services (ATS) to international over-flights are provided by MoT FIS (Afghan Advisory) from the Flight Information Centre (FIC) at Kabul International Airport. **Afghan Advisory is not an ATC agency and cannot provide any form of air traffic control service**. Where possible, information on other traffic known to be operating in the area is provided. **Responsibility for separation from other traffic on a see and avoid basis remains at all times with the pilot in command of the aircraft**.

GEN 3.3.4 Co-ordination between the operator and ATS

GEN 3.3.5 Minimum flight altitude

3.3.5.1. Minimum flight altitude is done by adding 2000 feet on top of terrain or obstacle heights taken in the vicinity of the area. That altitude is then rounded up to the next thousand-foot value. For example, an obstacle exists at 6775 feet. Add 2000 feet to clear the obstacle, which would make the altitude 8775 feet. Rounded up to the next thousand-foot value equals a minimum flight altitude or minimum obstacle clearance altitude of 9000 feet.

GEN 3.3.6 ATS units address list

GEN 3.4 Communication services

GEN 3.4.1 Responsible service

GEN 3.4.2 Area of responsibility

3.4.2.1 Airfield frequencies:

Airfield	Radar		Tower		Ground		METRO/WX
	VHF	UHF	VHF	UHF	VHF	UHF	VHF or UHF
Bagram	133.350	379.300	118.500	325.750	125.900	None	134.1 VHF
Kandahar	120.800	385.725	125.500	360.200	126.700	331.200	253.2 UHF

Kabul	None	None	118.100	284.275	120.300	None	None
Mazar-I-Sharif	None	None	135.35	None	None	None	None
Jalalabad	None	None	118.5	None	None	None	None
Kunduz	None	None	130.350	344.5	130.350	344.5	None

3.4.2.2 Airway frequencies:

AGENCY	FREQUENCY
Afghan Advisory (air to air)	126.325 MHz
Kabul FIC (air – ground -air)	128.5 MHz

Coincident with Kabul Area Control Center stand-up frequencies will be:

NORTH SECTOR (below FL310): VHF-118.3
UHF-242.6

SOUTH SECTOR (below FL310): VHF-120.9
UHF-361.0

HIGH SECTOR (FL310 and above): VHF-128.5

Backup frequency (use in the event primary frequencies are lost): 126.325

Afghan Advisory (air to air): 122.9

Review ENR 6 for sector boundaries.

GEN 3.4.3 Types of service

GEN 3.4.4 Requirements and conditions

GEN 3.5 Meteorological services

GEN 3.5.1 Responsible service

3.5.1.1 Kabul ACC will provide current weather conditions as well as altimeter settings from various locations throughout the Kabul FIR and surrounding nations. Kabul ACC will also provide limited forecasts.

3.5.1.2 Brief description of the meteorological service responsible for the provision of meteorological information, including:

GEN 3.5.2 Area of responsibility

GEN 3.5.3 Meteorological observations and reports

GEN 3.5.4 Types of services

GEN 3.5.5 Notification required from operators

GEN 3.5.6 Aircraft reports

3.5.6.1 Aircraft are encouraged to provide weather reports to the Kabul ACC.

GEN 3.5.7 VOLMET service

GEN 3.5.8 SIGMET service

GEN 3.5.9 Other automated meteorological services

GEN 3.6 Search and rescue (SAR)

GEN 3.6.1 Responsible service(s)

GEN 3.6.2 Area of responsibility

GEN 3.6.3 Types of service

GEN 3.6.4 SAR agreements

GEN 3.6.5 Conditions of availability

GEN 3.6.6 Procedures and signals used

GEN 4 CHARGES FOR AERODROMES / HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodrome/heliport charges

GEN 4.2 Air navigation services charges

4.2.1 Aircraft will be charged $400 USD for overflights.

PART 2 EN-ROUTE (ENR) (top)

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 General rules

1.1.1.1 All flights shall be carried out in accordance with Class F airspace rules as specified in ICAO Annexes 2 and 11 while operating in the Kabul FIR.

1.1.1.2 Coincident with the High Enroute Airways stand-up, all flights from FL310 and above and within the lateral limits of designated high altitude airways shall be carried out in accordance with Class A airspace rules. Aircraft that need to deviate off the designated high altitude airways will enter Class G airspace and will receive advisory service only. Civilian aircraft operating at or above FL240 must have TCAS.

1.1.1.3 Coincident with the Low Enroute Structure Kabul ACC stand-up, all flights at or below FL290 and within the lateral limits of designated low altitude airways shall be carried out in accordance with Class E airspace rules. Only aircraft that are on established airways will be given IFR separation. Aircraft that need to deviate off the low altitude airways will enter Class G airspace and will receive advisory service only.

1.1.1.4 Currently, civilian flights must adhere to the published air route corridors in order to segregate from military activity. Compliance with these procedures does not relieve pilots of own responsibility to see and avoid other aircraft or for maintaining own safe terrain/obstacle clearance at all times.

1.1.1.5 All **military** aircraft operating under a USAF or ISAF callsign may maneuver through any area in the Kabul FIR during hours of darkness. Coincident with the Kabul ACC/High Enroute Structure stand up, military aircraft must obtain the appropriate clearances from air traffic control when entering or transiting Class A airspace. Military aircraft must also obtain air traffic control clearance when transiting class E airspace in IMC conditions to ensure separation from other aircraft. Landings after sunset will be restricted to qualified NVG crews or to those airfields that have appropriate runway lighting. Take-offs are at the discretion and training of the crew after all risk assessment has been done.

1.1.1.6 Coincident with the Kabul ACC stand up, VFR flight is authorized in the Kabul FIR up to and including FL295. Military aircraft may fly VFR at any altitude but must obtain the appropriate clearances from air traffic control when entering or transiting Class A airspace. Civilian aircraft operating at or above FL240 must have TCAS. VFR flight plans and constant communication with air traffic control are required. Reference paragraph GEN 3.4 for air traffic control frequencies. Reference ENR 1.10 for flight planning. All aircraft are also required to have an operational transponder. Reference paragraph GEN 1.5.3. Military aircraft operating VFR should, to the max extent possible, maintain radio contact with either air traffic control in the area or with Kabul ACC.

1.1.1.7 All VFR aircraft must receive a clearance prior to entering Class C airspace. Flight advisory with Kabul ACC should not be construed as a clearance to enter Class C airspace.

ENR 1.2 Visual flight rules

ENR 1.2.1 VFR visibility and cloud distances

1.2.1.1 IAW Rules of The Air Annex 2 to The Convention on International Civil Aviation, except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table:

Airspace Class	**A ***** **B C D E**	**F G**	
		ABOVE 900m (3000ft) AMSL or above 300m (1000ft) above terrain, whichever is the higher	At and below 900m (3000ft) AMSL or 300m (1000ft) above terrain, whichever is the higher
Distance from cloud	1 500 m horizontally 300m (1000ft) vertically		Clear of cloud and in sight of the surface
Flight visibility	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL		5 km
******* The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.			

1.2.1.2 When so prescribed by the appropriate ATS authority:

a. Lower flight visibilities to 1 500 m may be permitted for flights operating:

(1) At speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

(2) In circumstances in which the probability of encounters with other traffic would normally be low (e.g., in areas of low volume traffic and for aerial work at low levels).

b. Helicopters may be permitted to operate *in less than 1 500 m* flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

1.2.1.3 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

a. When the ceiling is less than 450 m (1 500 ft); or

b. When the ground visibility is less than 5 km.

1.2.1.4 VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.

1.2.1.5 Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:

a. Above FL 200. Coincident with Kabul ACC standup, above FL295.

b. At transonic and supersonic speeds.

ENR 1.3 Instrument flight rules

1.3.1.1 Flight operations under Instrument Flight Rules (IFR) are permitted within the Kabul FIR. Pilots must understand they are receiving a flight information service for the purpose of giving advice and information useful for the safe and efficient conduct of flights and that they are responsible for their own separation from terrain and other aircraft.

ENR 1.4 ATS airspace classification

ENR 1.4.1 Airspace definitions and requirements

1.4.1.1 IAW Annex 11 to the Convention on International Civil Aviation section 2.6 and Appendix 4, ATS airspaces shall be classified and designated as follows:

CLASS	Type of Flight	Separation Provided	Service provided	Speed limitation*	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	ATC Service	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	ATC Service	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	ATC Service	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR	ATC Service	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) ATC Service for separation from IFR 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	ATC Service, Traffic information about VFR flights (and traffic avoidance advice on request)	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes

E	IFR	IFR from IFR	ATC Service and, as far as practical, traffic information about VFR flights	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical	250 kt IAS below 3050 m (10 000 ft) AMSL	No	No
F	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	250 kt IAS below 3 050 m (10 000 ft) AMSL	No	No
G	IFR	Nil	Flight information service	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	250 kt IAS below 3050 m (10 000 ft) AMSL	No	No

Note 1: Airspace classes not utilized in the Kabul FIR are identified by grey shading. The High Structure will stand-up 15 May 0500z and consequently Class A airspace will be in effect for the high altitude airways.

Note 2: Serviceable and operating mode 3A/C Transponder required in all airspace.

ENR 1.5 Holding, approach and departure procedures

ENR 1.5.1 General

1.5.1.1 Coincident with the stand-up of the Low Structure Airways, En Route holding will be used in Kabul FIR when needed to expedite the flow of traffic. There are no established holding patterns in the En Route structure. If holding is issued, all aircraft shall fly 10-mile legs and conduct right turns. An expect further clearance time (EFC) shall be issued by ATC at least 5 minutes prior to the aircraft's estimated time to the clearance limit. If no delay is expected at the clearance limit, air traffic control shall advise the pilot "no delay expected".

ENR 1.5.2 Arriving flights into Bagram, Kabul, and Kandahar Airfields

1.5.2.1 All arriving aircraft will contact ATC for air traffic approach service 10 minutes before entering CLASS C airspace. If no contact is made with ATC 10 minutes before the CTZ, the pilot will discontinue the approach and either hold at pilot's discretion outside the CTZ and continue to attempt to contact ATC or divert to alternate airfield. If diverting is not possible due to low fuel state, declare an emergency and apply loss of communication procedures as per ENR 1.8.4 Radio failure procedures.

1.5.2.2 Refer to the ATC Operating Procedures for Kabul Airfield on the RAMCC website. In addition to the Version 17, all arriving aircraft must remain above FL150 until 20 NM from KIA unless under Bagram radar control and approved for descent below FL150.

1.5.2.2 Coincident with Low Structure stand up, arrivals to Kabul and Bagram from the En Route structure will be cleared to the Kabul/Bagram airports as their clearance limit. Kabul ACC will initiate transfer of communications prior to TCP.

1.5.2.3 Coincident with Low Structure stand up, arrivals to Kandahar will be cleared to the Kandahar airport as their clearance limit. Kabul ACC will initiate transfer of communications prior to TCP.

ENR 1.5.3 Arriving flights into all other Airfields

1.5.3.1 All aircraft must intercept air routes at their assigned altitude and must descend and climb to/from air routes at a 90-degree angle. Contact the airfield tower, if available, 10 minutes before landing.

1.5.3.2 Coincident with Kabul ACC standup, pilots will cancel their IFR clearance prior to leaving Class E airspace when inbound to airports that do not have approach procedures.

ENR 1.5.4 Departing flights from Kabul Airfield

1.5.4.1 Refer to the ATC Operating Procedures for Kabul Airfield on the RAMCC website. In addition to the Version 16, all departing traffic must climb to at least FL150 within 20 NM of KIA, unless under Bagram radar control and receive other guidance.

ENR 1.5.5 Departing flights from Bagram, Kabul, and Kandahar Airfields

1.5.5.1 Pilots will contact tower at least 10 minutes before takeoff in order that their departure can be de-conflicted from any military operations taking place in the immediate vicinity of the airfield or affecting their outbound route.

ENR 1.5.6 Departing flights from all other Airfields

1.5.6.1 Contact the airfield tower, if available, at least 10 minutes before departure. Flights must squawk Mode 3/A/C assigned code before departure. Once airborne, contact Afghan Advisory on 126.325 MHz and broadcast call sign, airfield departing from, flight level passing, flight level climbing to, and direction of flight. Upon reaching level flight, pilots shall call Afghan Advisory, broadcasting position reports in accordance with the procedures outlined at ENR 1.8.2.

Note: The aforementioned procedure does not replace or negate the need for a flight plan. Operators using these procedures are still responsible for filing an ICAO flight plan and obtaining applicable diplomatic clearances. Normal ATC procedures apply outside Afghanistan.

1.5.6.2 Coincident with Kabul ACC standup, aircraft will contact Afghan advisory 122.9

once airborne. All aircraft will be VFR until given the appropriate IFR clearance from the Kabul ACC. VFR aircraft will remain on 122.9. IFR aircraft will be given the appropriate frequency from air traffic control.

ENR 1.6 Radar services and procedures

ENR 1.6.1 Primary radar

1.6.1.1 Primary radar service is only available within the following terminal areas:

a. Bagram Airfield.

b. Kandahar Airfield.

1.6.1.2. There is no En Route radar within the Kabul FIR.

ENR 1.6.2 Secondary surveillance radar (SSR)

1.6.2.1. Secondary radar service is located at the same locations of the primary radar services listed above.

ENR 1.7 Altimeter setting procedures

1.7.1.1 With the exception of flight within designated control zones (CTZs), the altimeter pressure setting to be used for flight within the Kabul FIR is the standard altimeter pressure setting of 29.92 INS or 1013 hectopascals. For flights within the CTZs the airfield QNH (available from ATC) is to be used.

1.7.1.2 Approved users may also obtain pressure settings from the Joint Air Force and Army Weather Information Network (JAAWIN) at https://weather.afwa.af.mil.

1.7.1.3 Selected flight levels shall be compatible with Appendix 3 of Annex 2 to the Convention on International Civil Aviation, Table of Cruising Levels.

1.7.1.4 The following Transition Level and Transition Altitudes applies throughout Afghanistan:

a. **Transition Level – FL160**

b. **Transition Altitude – 14,000ft**

ENR 1.8 Regional supplementary procedures

ENR 1.8.1 Flight Levels

1.8.1.1 Use of any flight level other than assigned is not authorised unless an emergency aircraft. All flight levels will be in accordance with the Table of Cruising Levels in Appendix 3 of ICAO Annex 2 (also referred to as Semi-Circular Cruising Levels/0-179 degrees odd flight levels, 180-359 degrees even flight levels). Therefore, all flights shall be conducted at Flight Levels of 160, 170, 180, etc., rather than making 500 foot adjustments for flying VFR (see Gen 1.7.2.1)

1.8.1.2 Coincident with Kabul ACC standup, VFR aircraft will fly in accordance with the Table of Cruising Levels in Appendix 3 of ICAO Annex 2 (also referred to as

Semi-Circular Cruising Levels/0-179 degrees odd flight levels, 180-359 degrees even flight levels) plus 500 feet.

1.8.1.3 **CAUTION.** Afghanistan is mountainous terrain with peaks over 22,000 AMSL. Pilots are advised of high terrain in vicinity of routings. For example:

a. V338 (HERAT-KABUL): 16,580 ft peak 3438N 06737E (north edge of airway)

b. A453 (KABUL-KANDAHAR): 14,800 ft peak 3326N 06753E

c. M920 (QUINA – DOSHI) 16,440 ft peak 3521N 06847E

d. G206 (ALAMI – SABAR) 18,832 ft peak 3538N 07053E.

1.8.1.4 No level or airway changes are permitted within the Kabul FIR once established on an upper airspace airway. Beginning 24 April 05, altitude changes will be given by air traffic control.

1.8.1.5 **Warnings.**

a. Aircrew are responsible for ensuring terrain clearance. Some air route flight levels provide only VMC terrain clearance. Coincident with the Kabul ACC aircraft will be clear of terrain if on the airways.

b. Aircraft deviating from airways are entering Class G airspace and restricted military areas and will be subjected to fighter interception, ICAO sanctions, and denial of future over-flights.

ENR 1.8.2 Traffic Information Broadcasts

1.8.2.1 All aircraft operating in the Kabul FIR shall utilise the following frequencies:

a. In the lower airspace region, contact Afghan Advisory on 126.325 MHz.

b. In the upper airspace region, contact Kabul FIC on 128.5 MHz.

c. Coincident with Kabul ACC standup, reference Gen 3.4.2.2 for appropriate frequencies.

1.8.2.2 For safety of flight, all aircraft must monitor the applicable frequency at least 5 minutes before entering the Kabul FIR and continue until departing Afghanistan airspace. If no response, make all required calls in the blind. Coincident with Kabul ACC stand-up this will no longer apply.

1.8.2.3 Civil and ISAF aircraft must provide Afghan Advisory with position reports in accordance with the following guidelines:

a. 10 minutes before entering the Kabul FIR.

b. 10 minutes before departure for a pilot taking off from an airport located within the lateral limits of the Kabul FIR.

c. 10 minutes before crossing a reporting point.

d. 10 minutes before crossing or joining another air route.

e. At 20 minute intervals between distant reporting points.

f. From 2 to 5 minutes before a change in flight level.

g. At the time of a change in flight level.

h. At any other time considered necessary by the pilot.

*Coincident with the Kabul ACC these requirements will no longer apply. All aircraft must maintain communication with the appropriate air traffic control agency.

ENR 1.8.3 Traffic information Broadcasts format

1.8.3.1 Position Report:

'ALL STATIONS [necessary to identify a traffic information broadcast] (call sign)

'FLIGHT LEVEL (number) [or] CLIMBING TO FLIGHT LEVEL (number) (direction) (Air Route) [or] DIRECT FROM (position) TO (position)

POSITION (position) AT (time) ESTIMATING (next reporting point) [or] (the point of crossing or joining a designated ATS air route) AT (time)

(callsign) FLIGHT LEVEL (number)'(direction)'

Fictitious example: "ALL STATIONS UNO210 FLIGHT LEVEL 180 NORTHWEST BOUND V338 FROM KABUL TO HERAT POSITION 3430 NORTH 06730 EAST AT 0900 ESTIMATING MAMUM AT 0915 UNO210 FLIGHT LEVEL 180 NORTHWEST BOUND OUT"

Coincident with Kabul ACC standup, these requirements will no longer apply.

1.8.3.2 **Before a change in flight level**. The broadcast should be in the following form:

'ALL STATIONS (call sign)

(direction) (Air Route) [or] DIRECT FROM (position) TO (position) LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (position and time)'

'ALL STATIONS (call sign) MAINTAINING FLIGHT LEVEL (number)'

Coincident with Kabul ACC standup these requirements will no longer apply.

ENR 1.8.4 Radio failure procedures

1.8.4.1 If an aircraft must make an unplanned deviation from its airway or flight level, aircrew shall treat it as an emergency and maintain VFR if possible. The aircraft will broadcast pertinent information on Afghan Advisory or Kabul FIC as appropriate, and endeavour to return to the previous flight level and course as soon as the situation dictates.

1.8.4.2 In the event that a pilot suffers a total communications failure, he shall squawk mode 3/A code 7600 and proceed on last assigned airway and flight level. Coincident with the Kabul ACC standup, use standard ICAO procedures located in ICAO 4444 15.2.

ENR 1.9 Air traffic flow management

ENR 1.9.1 Civil PPR/Slot time allocation procedures

1.9.1.1 Slot time allocation procedures are operated by RAMCC for all aircraft wishing (N/A Military and ISAF) to depart from or arrive at any location within the Kabul FIR.

1.9.1.2 An approved slot time and PPR (if required), in conjunction with MoT approval (which shall be obtained prior to submitting the request), constitutes authorization to enter the Kabul FIR and fly to the requested airport. Prior Permission Required (PPR) for Kandahar and Bagram Airfields will be requested through airfield management at those airfields. PPR Forms and contact information for those airfields can be found on the RAMCC website. Airfields will forward PPR approvals to the aircrews and will be courtesy copied to Kabul ACC. Coincident with the Kabul ACC standup, PPR times will be the aircraft slot time.

1.9.1.3 PPR/Slot times are not ATC flow times. They are based on ground handling capability only. Issuance of a slot time does not encompass any aircraft servicing, ground handling, or other aircrew requirements, nor does it imply air traffic control separation, weather conditions or threat assessment. All flights shall have sufficient fuel and maintenance support to meet their scheduled arrival and departure times and be prepared for minimum ground times. Aircrews need to consider adequate fuel for potential ground/air delays due to *unforeseen* events.

1.9.1.4 Operators shall contact Airfield Management for any changes to PPR/slot times. Overdue aircraft procedures are initiated for aircraft late more than **30 minutes**. Cancelled flights that are not reported cause unnecessary activation of precious Search and Rescue resources. **Operators violating these procedures may face denial of future requests for slot times.**

1.9.1.5 PPR/Slot times are valid +/-30 minutes from the approved times. This means aircraft must arrive and depart no earlier/later than 30 minutes from the approved times. Known arrival/departure changes prior to mission departure require coordination with the airfields granting the PPRs..

1.9.1.6 Coincident with the Kabul ACC stand up, Slot times will no longer be issued and, the Kabul ACC and other air traffic agencies will manage traffic flow. Approval must still be gained from MoT and PPRs will still be required to operate at PPR airfields. Aircrews must check NOTAMS to determine PPR requirements. Reference GEN 1.2.1 for more details.

ENR 1.9.2 PPR/Slot Time Requests

1.9.2.1 PPR/slot time request forms may be obtained from http://ramcc.dtic.mil/, via the Afghanistan link or the “Downloads” section.

1.9.2.2 Requests for PPR/slots should be made at least 48 hours before entering the Kabul FIR, but no later than 0900Z the calendar day before entry. Any late requests will be approved on a case-by-case basis, and there is no guarantee the request will be approved, but only considered. Approvals will generally be available at approximately 1700Z the calendar day prior to the flight, provided the request was received on time.

1.9.2.3 Slot requests for flights in the Kabul FIR shall be submitted to the RAMCC giving details of the proposed flight as described in the Request Form. Accurate contact information is essential; ensure to include phone numbers and email. A 24-hour telephone contact attended by an English speaking person is necessary. Pertinent information will be included in the remarks block, to include VIP passengers, cargo type, and whether it requires remote parking (hazardous cargo, explosives, etc.).

1.9.2.4 The RAMCC is operational 24 hours a day, 7 days a week. Coincident with the Kabul ACC standup these requirements will no longer be pertinent.

ENR 1.9.3 PPR/Slot time contact information

The RAMCC now has a phone voice menu to make it easier to contact military airfields for PPR approvals and changes. To call a military airfield in Iraq or Afghanistan:

a. Call commercial 974-458-9555. You will hear “You have reached Al Udeid Airbase, at the tone, please enter the 7 digit extension of the party you wish to reach or 0.” You will hear a dial tone.

b. At the dial tone, enter: 436-9999. You will hear “Welcome to the RAMCC menu. For locations in Iraq, press 1. For locations in Afghanistan, press 2. If you need assistance, please stay on the line”.

c. For Afghan airfields, press 2 and you will get the following menu:

   a. 1 = Bagram

   b. 2 = Kandahar

   c. 3 = Kabul (non-operational --- call 093-7951-3903 directly or 049-6591-10424-2000)

   d. 0 = RAMCC Afghanistan

RAMCC Afghanistan Contact Information

Website

World Wide Web: http://ramcc.dtic.mil

Coalition Military

Flights must contact the Coalition Coordination Center and Air Mobility Division contacts listed below:

Coalition Coordination Center

HQ CENTCOM, MacDill AFB, Florida:

DSN Phone:(312) 651-1152/1624

DSN Phone: (after hours)(312) 651-4189

Commercial Phone: +1 (813) 827-1152/1624

Commercial Phone: (after hours) +1 (813) 827-4189

Air Mobility Division (AMD)

DSN Phone:(318) 436 - 4127/4422

Commercial Phone: (974) 450-3452 Ext 436-4422

Ministry of Transportation (MoT)

Commercial Phone: 00873 762523844

Commercial FAX: 00873 762523846

AFTN address OAKBYAYX

Government addresses:

Ministry of Transportation

Ansari Watt

Kabul

Afghanistan

Kabul FIC

TEL: (873) 761 - 336 - 373 (Immarsat short code not changed)

FAX: (873) 761 - 336 - 375

Aeronautical Fixed Telecommunications Network (AFTN) services are fully operational.

ENR 1.9.4 Slot Time Allocation-/PPR- Procedures for all International Security Assistance Force

1.9.3.1 General: The Allied Movement Co-ordination Centre (AMCC) (ISAF) based in Eindhoven, NL co-ordinates all ISAF transport aircraft planning to arrive at and/or depart from, any location within the Kabul FIR. AMCC ISAF Co-ordinates PPR for all ISAF transport aircraft with Kabul ACC and other airport managements for the folling aerodromes:

Bagram (OAIX)

Kabul (OAKB)

Kandahar (OAKN)

The AMCC ISAF issues 'Slot Times" for all ISAF transport aircraft planning to arrive at and/or depart from any other location within the Kabul FIR.

This applies to all ISAF military operated air transport flights and ISAF military contracted civilian operated air transport flights.

1.9.3.2 A 'slot time'/PPR approval' issued by AMCC ISAF and an allocated ISAF call sign constitutes authority for that aircraft to enter the Kabul FIR, and proceed via the issued routing, times, checkpoints, altitudes, and arrival/departure timings, unless directed otherwise by Air Traffic Control without any further approval through AF MOT. A 'slot time/PPR time' is not a flight plan to an aerodrome.

1.9.3.3 'Slot times/PPR times' are not Air Traffic flow times. They are based primarily on ground handling, taxiway usage, and parking availability at the intended aerodrome(s). A valid 'slot time/PPR time' does not constitute or imply air traffic control agencies have been notified or that flight safety, flight separation, weather conditions, or threat assessments have been considered. In addition, a valid 'slot time' for an aerodrome does not guarantee ground services are available for the operator. The operator, either civil or military, must make prior arrangements with an appropriate agency at the intended airport/facility for all ground handling and services required. A "PPR" is required at selected airports. (See Section Gen 1.2.1 for PPR instructions). Note: Operators should plan for adequate fuel for potential ground/air delays due to unforeseen events.

1.9.3.4 Operators shall contact AMCC ISAF for any changes or delays to 'slot times/PPR times'. Overdue aircraft procedures are initiated for aircraft late more than 30 minutes. Cancelled or delayed flights, not reported to AMCC ISAF cause unnecessary activation of the Search AND Rescue resources. **Operators violating these procedures may face denial of future requests for slot times.**

1.9.3.5 Slot Times for Heart (OAHR). Faizabad (OAFZ), Konduz (OAUZ), and Mazar-E- Sharif (OAMS) are listed below:

Valid +/- five minutes from the time scheduled.

Arrivals: Hour + 00/15/30/45 Minutes

Departures: Hour + 05/20/35/50 Minutes

Example: Arrive OAUZ 1415, and Depart 1550

ENR 1.9.4 SLOT TIMES REQUESTS

1.9.4.1 Slot Time request procedures/forms can be otained from:

amcceindhoven1@vlbehv.af.dnet.mindef.nl

PPR procedures/forms can be obtained from:

amcceindgoven1@vlbehv.af.dnet.minded.nl

1.9.4.2. Slot Requests Formats (SRFs) / PPR Formats should be submitted at least 48 hours prior to entering the Kabul FIR but no later than 0900Z on the calendar day prior to entry. Any late requests will be approved on a case-by-case basis, and there are no guarantees the request will be approved. Approvals are generally confirmed and published on the flow plan by 1700Z of the day prior to the flight. If you are unable to receive the flow plan, a telephone call to AMCC ISAF can confirm your Slot Time/PPR booking.

1.9.4.3. Operators should forward SRFs/PPRs to AMCC ISAF via the World Wide Web (www) including all details of the flight. Missing information can delay or preclude the SRF/PPR being approved. Accurate contact information is essential in that AMCC ISAF personnel may need to clarify certain aspects of the SRF/PPR or suggest an alternate time slot or route. Operators should include phone, fax numbers, and e-mail addresses. An English-speaking point of contact should be available on a 24-hour basis. In the remarks box, include any pertinent information, such as VIP pax, ambulatory pax, special/dangerous cargo, etc.

1.9.4.4. The AMCC ISAF is operational 24 hours per day, 7 days a week. If you have any questions regarding the filing of a SRG, please phone the AMCC ISAF prior to filing.

1.9.4.5 ISAF Slot Time Contact Information

AMCC ISAF
Comm: +31 40 289 8908/8909
Fax: +31 40 289 8930
CRONOS: AMCC OPS
WWW: amcceindhoven1@vlbehv.af.dnet.mindef.nl

ENR 1.10 Flight planning

ENR 1.10.1 Gen Flight planning

1.10.1.1 All civil flights authorized to operate in the Kabul FIR must file an ICAO flight plan in accordance with ICAO rules of the air annex 2, if possible.

1.10.1.2 Coincident with the Kabul ACC standup, if ICAO flight plans are unavailable, all aircraft must file a flight plan including at least the:

a. Callsign
b. Type
c. Departure point
d. Destination
e. Altitude
f. Route of Flight
g. Estimated time of arrival

1.10.1.3 Coincident with the Kabul ACC standup, flight plans from Bagram and Kandahar airports will be received by the Kabul ACC via the IMT system. Flight plans can be faxed in by dialing (873) 761-336-373. Flight plans can also be called in by dialing (873) 761-336-375. If unable to file a flight plan at the departing point, aircrews are required to depart VFR and contact Kabul ACC as soon as possible to file in the air.

1.10.1.4 All ISAF flights must include GAFKIA in the address line for their Flying Operations Cell AIS: ETCCYFKB.

ENR 1.10.3 Approval Prior to flight plan submission

1.10.3.1 All operators are to contact Airfield Management for prior approval to fly into destinations within Afghanistan via http://ramcc.dtic.mil/, as well as contact the Ministry of Transportation (MoT) for ITGA approval to land at any civil airfield. Reference GEN 1.2.1.

ENR 1.10.4 Flight plan information

1.10.4.1 Operators should use the appropriate flight plan designation specified for the RNP-10 route flown. The letter R should be placed in Block 10 of the Host Nation International Flight Plan or ICAO International Flight Plan to indicate that the aircrew has reviewed the planned route of flight to determine RNP-10 requirements and the aircraft and operator have been approved by the appropriate approval authority to operate in areas or on routes where RNP-10 is a requirement for operation.

1.10.4.2 During flight planning, the flight aircrew should pay particular attention to conditions that may affect operations in RNP-10 airspace (or on RNP-10 routes). These include, but may not be limited to:

(1) Verifying the aircraft is approved for RNP-10 operations.

(2) Verifying the RNP-10 time limit has been accounted for.

(3) Verifying the letter R is annotated in Block 10 (Equipment) Host Nation International Flight Plan or ICAO International Flight Plan.

(4) Verifying the requirements for GPS, such as FDE, if appropriate for the operation.

(5) If required for a specific navigation system, accounting for any operating restriction related to RNP-10 approval/compliance. The requirement is for an indication, in tabular form, of the addresses allocated to flight plans, showing:

ENR 1.12 Interception of civil aircraft

1.12.1.1 Aircraft operators must be familiar with and follow the international intercept procedures contained in Annex 2, Rules of the Air to the Chicago Convention, paragraph 3.8 and Appendix 2, Sections 2 and 3, as well as specific intercept procedures that may be contained in this AIP.

ENR 1.13 Unlawful interference

1.3.1 In the event of unlawful interference, pilots shall squawk mode 3/A code 7500 and contact the appropriate ATC on 121.5 MHz (international distress frequency). Beginning 15 Apr, follow guidelines in ICAO 4444 Chapter 15.1.3.

ENR 1.14 Air traffic incidents

ENR 1.14.1 AIR TRAFFIC INCIDENTS

The Air Traffic Incident procedures described below are derived from Appendix 4 to ICAO Doc 4444 Procedures for Air Navigation Services – Air Traffic Management

1.14.1. **Definition of air traffic incidents**

1.14.1.1“Air traffic incident” is used to mean a serious occurrence related to the provision of air traffic services, such as:

1.14.1.1.1Aircraft proximity (AIRPROX);

1.14.1.1.2 Serious difficulty resulting in a hazard to aircraft caused, for example, by;

1.14.1.1.2.1 Faulty procedures;

1.14.1.1.2.2 Non-compliance with procedures, or

1.14.1.1.2.3 Failure of ground facilities

1.14.2. Definitions for aircraft proximity and AIRPROX

1.14.2.1 **Aircraft proximity**. A situation in which, in the opinion of the pilot or air traffic services personal, the distance between aircraft, as well as relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

1.14.2.1.1 **Risk of collision.** The risk classification of aircraft proximity in which serious risk of collision has existed.

1.14.2.1.2 **Safety not assured**. The risk classification of aircraft proximity in which no risk of collision has existed.

1.14.2.1.3. **No risk of collision.** The risk classification of aircraft proximity in which no risk of collision has existed.

1.14.2.1.4. **Risk not determined**. The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

1.14.2.2 **AIRPROX.** The code word use in an air traffic incident report to designate aircraft proximity.

1.14.3 **Designation of air traffic incidents:** Air traffic incidents are designated and identified in reports as follows:

Type	Designation
Air traffic incident	Incident
As 1.14.1.1 above	AIRPROX (aircraft proximity)

As 1.14.1.2,1.14.1.2.1 and 2	Procedure
As 1.14.1.1.2, and 1.14.1.2.3	Facility

1.14.4. **Use of the air traffic indent report form**

1.14.4.1 The Air Traffic Incident Report Form is intended for use:

1.14.1.1 By a pilot for filing a report on an air traffic incidents after arrival or for confirming a report made initially by radio during flight.

Note: *The form if available on board, may also be of use in providing a pattern for making the initial report in flight.*

1.14.4.1.2 By an Air Traffic unit for recording an air traffic incident report received by radio, telephone or teleprinter.

1.14.5. Reporting procedures (including in-flight procedures)

1.14.5.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident.

1.14.5.1.1 During flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately. Inform air traffic control immediately of intentions to file a report to facilitate a timely investigation.

1.14.5.1.2 As promptly as possible after landing, submut a completed Air Traffic Incident Report Form:

1.14.5.1.2.1 For confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio; or

1.14.5.1.2.1 For reporting an incident which did not require immediate notification at the time of occurrence.

1.14.5.2 An initial report made by radio should contain the following information:

1.14.5.2.1 Aircraft identification:

1.14.5.2.2 Type of incident, e.g. aircraft proximity; and

1.14.5.2.3 The incident details of A, F, I, J, K, L, M, N and O

1.14.5.3 The confirmatory report of an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to MoT via fax (00873) 762523846 and the CFACC (CAOC-FSLiaison@auab.centaf.af.mil) via email.

1.14.6 Purpose of reporting and handling of the form

1.14.6.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as “risk of collision”, “safety not assured”, or “no risk of collision” or “risk not determined”

1.14.6.2 The purpose of the form is to provide investigation authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

1.14.7. **Air traffic incident report form**: The Air Traffic Incident Report form is to be used when submitting or receiving a report on an incident. The form is available as an embedded document in this AIP or as a standalone document on the RAMCC website (http://ramcc.dtic.mil). Shaded boxes contain items to be included in an initial report by radio.

Section 1 – GENERAL INFORMATION

TYPE OF INCIDENT	A	INCIDENT/AIRPROX/PROCEDURE/ FACILITY*
Name of pilot in command	B	
Operator	C	
Identification marking of aircraft	D	
Aircraft Type	E	
Radio call sign - In communication with frequency at time of incident	F	
Aerodrome of departure	G	
Aerodrome of first intended landing and destination, if different	H	
Type of flight plan	I	IFR / VFR NONE*
Position at time of incident heading or route-true speed	J	
Flight Level. Altitude or Height-Altimeter setting-Attitude	K	Level flight/Climbing/descending/Turning*

Flight weather conditions at time of incident	L	IMC/VMC above/below cloud/ Fog / Haze horizontally from cloud between cloud layers In cloud /rain/ snow/ sleet/ Fog/ Haze/ Flying onto/ out of sun Flight visibility
Date and time of incident in UTC Reported by radio to:	M	AFIS/TWR/ACC/FIC* At…….(date/time)

** Delete that which is not applicable.*

Section 2 – DETAILED INFORMATION

Description of other aircraft if relevant (type, high/low wing, number of engines, radio call sign registration marking, color, lighting, other available details)	**N**	
Description of incident (if desired add comment or suggestion including your opinion on the probable cause of the incident. In case of near/collision, give information on respective flight paths, estimated vertical and horizontal sighting and miss distances between aircraft and avoiding action taken by either aircraft)	**O**	

Date of completion of form: Time: Place……	Function and signature of person receiving report ……	Function and signature submitting report ……..

Section 3 - SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERED

How report received	P	Radio/telephone/teleprinter* at ARO/AFIS/TWR/APP/ACC/FIC*
Details of ATS action: clearance, incident observed on Radar, warning giving result of local inquiry, etc.	Q	
* Tick out as appropriate		Signature of ATS officer……. Date/time UTC……

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA

ENR 2.1.1 Upper Flight Information Region

2.1.1.1 All civil airways and flight levels are separated from military airspace. Any deviation from these civil air routes and flight levels may cause traffic conflicts with ongoing military operations. Failure to comply with these procedures may result in interception by armed coalition fighter aircraft.

2.1.1.2 Class F airspace encompasses all airspace in the Kabul FIR that isn't outlined in the regulated airspace sections below. With the stand up of the High Enroute Airways 15 May 05 at 0500Z ,Class G airspace encompasses all airspace in the Kabul FIR that is not outlined in the regulated airspace sections below or in ENR 1.1.

2.1.1.3 The over-flight airway airspace is defined as a corridor 10NM either side of the airway centreline and corresponding air route level blocks as detailed at ENR

3.3.3. Operators should also make note of ICAO SARPS deviation at GEN 1.6.19.

ENR 2.1.2 Lower Flight Information Region

2.1.2.1 All civil airways and flight levels are separated from military airspace. Any deviation from these civil air routes and flight levels may cause traffic conflicts with ongoing military operations. Failure to comply with these procedures may result in interception by armed coalition fighter aircraft.

2.1.2.2 Class F airspace encompasses all airspace in the Kabul FIR that isn't outlined in the regulated airspace sections below. Coincident with Low Enroute Structure stand up, Class G airspace encompasses all airspace in the Kabul FIR that is not outlined in the regulated airspace sections below or in ENR 1.1.

2.1.2.3 The over-flight airway airspace is defined as a corridor 10NM either side of the airway centreline and corresponding air route level blocks as detailed at ENR 3.3.2. Operators should also make note of ICAO SARPS deviation at GEN 1.6.19.

ENR 2.1.3 Kabul FIR Terminal Control Areas (TMA)

2.1.3.1 Limited terminal ATC is provided by military contracted air traffic controllers at Bagram and Kandahar Airfields.

ENR 2.2 Other regulated airspace

ENR 2.2.1 Bagram Airfield

2.2.1.1 CLASS C airspace - 10 NM radius of Bagram TACAN (BGM) from 1,000 feet AGL up to and including FL290 with the following exceptions:

a. Bagram Tower's Class D airspace is a 5 NM radius from the aerodrome reference point (ARP) from surface up to, but not including, 2,500 feet AGL.

b. An area clockwise from BGM 160 radial to the 235 radial FL280 – FL290.

2.2.1.3 CLASS E airspace – 10 to 50 NM radius of Bagram TACAN (BGM) from 1,000 feet AGL up to and including FL290 with the following exceptions.

ENR 2.2.2 Kabul Airfield

2.2.2.1 Kabul Airfield is Class D airspace 10 NM radius of the ARP surface to 12,000 MSL. This airspace lies within and under Bagram Approach Control's airspace.

2.2.2.2 Aircraft will remain clear of an area clockwise from BGM 160 radial to the 235 radial FL280 – FL290.

2.2.2.3 All aircraft will remain clear of the airspace bounded by: 3546N06907E, 354325N0693947E, 3530N06903E, and 352426N06932E.

ENR 2.2.3 Kandahar Airfield

2.2.3.1 Kandahar has Class C airspace 30 NM radius from the ARP, from the surface up to and including FL290 except the designated Kandahar Tower airspace. Coincident with the stand up of the Low Airway Structure, Class C airspace will change to 50NM radius from the TACAN from the surface up to and including FL290 except the designated Kandahar Tower airspace.

2.2.3.2 Kandahar Tower's is Class D airspace 10 NM radius from the ARP surface up to, but not including, 6,000 feet MSL. Coincident with standup of the low enroute structure Tower Class D airspace will be 5NM radius from the TACAN surface to 2500AGL.

ENR 2.2.4 All Other Airfields

2.2.4.1 All other airfields are uncontrolled aerodromes and therefore considered Class G airspace.

ENR 3 ATS ROUTES

Note: All pre-existing airways in Afghanistan are closed except as described in this document.

ENR 3.1 Lower ATS routes

3.1.1.1 Only RNP-10 routes exist within the Kabul FIR.

ENR 3.2 Upper ATS routes

3.2.1.1 Only RNP-10 routes exist within the Kabul FIR.

ENR 3.3 Area navigation routes and overflight procedures

ENR 3.3.1 General

3.3.1.1 All air routes are identified by latitude and longitude references and utilize modified RNP-10 requirements. See GEN 1.6.11.

3.3.1.2.1.1 All air routes are laterally defined by a centerline with boundaries 10 NM from the centerline. All air routes are considered Class F, while outside the 10 NM boundary is CLASS G airspace (see GEN 1.7.19.1). Coincident with the Kabul ACC standup see ENR 1.1 for airway classifications.

3.3.1.3 RVSM is not authorized above FL290 in the Kabul FIR.

ENR 3.3.2 Low level RNAV air routes

3.3.2.1 The low level air routes are mandatory for all aircraft unless prior approval is granted by the ACA via the RAMCC.

AIR ROUTE	POINT	ID	LAT/LONG	LEVEL BLOCK
A453	Kandahar	KN	N3129.0 E06554.0	FL170 to FL230
	MAXIN		N3246.5 E06727.0	
A453	MAXIN		N3246.5 E06727.0	FL170 to FL250
	GHAZNI		N3332.9 E06825.2	
	Kabul	KB	N3431.0 E06909.0	
A453	Kabul	KB	N3431.0 E06909.0	FL150 to FL190
	Jalalabad	JL	N342400.91 E0702955.87	
	LAJAK		N3356.0 E07030.0	
A454	AMDAR		N3712.5 E06720.6	FL230 To FL240
	KHOLM		N3643.0 E6741.0	
	DOSHI		N3536.0 E06826.5	
	Kabul	KB	N3431.0 E06909.0	
A455	Jalalabad	JL	N342400.91 E0702955.87	FL150 To FL190
	KOTAL		N3406.0 E07109.0	
B466	SERKA		N2951.0 E06615.0	FL180

AIR ROUTE	POINT	ID	LAT/LONG	LEVEL BLOCK
	Kandahar	KN	N3129.0 E06554.0	to FL240
G202	KAMAR		N3239.0 E06044.0	FL150 to FL250
	FARAH		N3220.0 E06206.0	
	DILARAM		N3210.5 E06324.0	
G206	DILARAM		N3210.5 E06324.0	FL170 to FL180 Low FL240 to FL250 High
	BAGNI		N3237.0 E06426.5	
	HORST		N3327.7 E06627.6	
	RILEY		N3358.8 E06747.0	
	TEZAK		N3410.3 E06814.3	
	Kabul	KB	N3431.0 E06909.0	
G206	SABAR		N3537.0 E07131.0	FL260 to FL270
	ALAMI		N3506.1 E07025.2	
G206	ALAMI		N3506.1 E07025.2	FL260 to FL280
	Kabul	KB	N3431.0 E06909.0	
M920	BROOK		N3647.8 E06923.0	FL130 To F150
	Quina		N3608.0 E06852.0	
M920	Quina		N3608.0 E06852.0	FL130 To FL140
	Doshi		N3536.0 E06826.5	
V338	Herat	HR	N3412.6 E06213.3	FL160

AIR ROUTE	POINT	ID	LAT/LONG	LEVEL BLOCK
	VELDT		N3430.0 E06454.0	to FL190 Low FL240 to FL280 High
	Chakhcharan	CC	N3431.5 E06516.2	
	DARIN		N3432.5 E06655.5	
	Kabul	KB	N3431.0 E06909.0	
V390	CHARN		N3510.0 E06108.0	FL140 to FL280
	Herat	HR	N3412.6 E06213.3	
	RANAH		N3535.0 E06312.0	FL230 to FL280
	NOONE		N3518.0 E06339.0	
	VELDT		N3430.0 E06454.0	
V848	PYANJ		N3715.0 E06906.0	FL260 to FL290
	BROOK		N3647.8 E06923.0	
	ALAMI		N3506.1 E07025.2	
V717	Zaranj	ZJ	N3105.5 E06153.0	FL140 to FL190
	FARAH		N3222.0 E06209.5	
	Shindand	OASD	N3323.2 E06215.0	
	Herat	HR	N3412.6 E06213.3	
	Qala-I-Naw	QN	N3459.0 E06306.5	
	NOONE		N3518.0 E06339.0	
	Maimana	MN	N3555.5 E06446.2	
	DEANO		N3627.0 E06622.8	
	Mazar-I-Sharif	MS	N3643.8 E06715.5	

AIR ROUTE	POINT	ID	LAT/LONG	LEVEL BLOCK
V717	Mazar-I-Sharif	MS	N3643.8 E06715.5	FL140 to FL160
	KHOLM		N3643.0 E06741.0	
	Kunduz	OAUZ	N3640.0 E06855.0	
	BROOK		N3647.8 E06923.0	
	Faizibad	OAFZ	N3705.5 E07030.0	
V718	Herat	HR	N3412.6 E06213.3	FL140 to FL250
	ALEXY		N3311.5 E06250.0	
	DILARAM		N3210.5 E06324.0	
	DOLAN		N3150.5 E06439.0	
	Kandahar	KN	N3129.0 E06554.0	
DCT Routing	DILARAM		N3210.5 E06324.0	FL150 to FL240
	GADER		N294059.70 E612803.42	

The Low Level Enroute Table below will go into affect. Date TBD.

The low level routes exist between the MOCA up to but not including FL290

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
A453	**GADER** N29-40-59.70 E61-28-03.42	**BORUM** N30-42-44.48 E63-51-19.02	7000	NONE
	BORUM N30-42-44.48 E63-51-19.02	**DANOB** N31-15-07.71 E65-16-27.11	7000	11000
	DANOB N31-15-07.71 E65-16-27.11	**PAROD** N31-29-00 E65-54-00	7000	7000
	PAROD N31-29-00 E65-54-00	**EGLIS** N31-53-07.99 E66-23-30.38	13000	7000
	EGLIS N31-53-07.99 E66-23-30.38	**MAXIN** N32-46-30 E67-27-00	13000	17000
	MAXIN N32-46-30 E67-27-00	**PATOX** N33-32-54 E68-25-12	16300	23000
	PATOX N33-32-54 E68-25-12	**KEDAR** N34-10-04.07 E68-53-15.39	16500	**17000**
A453	~~**KEDAR**~~	~~**MURAD**~~	~~16500~~	

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
	N34-10-04.07 E68-53-15.39	N34-31-00 E69-09-00		16500
	MURAD N34-27-19.05 E70-04-54.67	**MIXEL** N34-27-19-05 E70-04-54.67	16500	16500
	MIXEL N34-27-19.05 E70-04-54.67	**RAMSO** N32-25-48.00 E70-28-30.00	16500	16500
	RAMSO N32-25-48 E70-28-30.00	**LAJAK** N33-55-58.98 E70-29-58.98	16900	25000
A454	**AMDAR** N37-12-30 E67-20-36	**KHOLM** N36-43-00 E67-41-00	18400	18400
	KHOLM N36-43-00 E67-41-00	**DOSHI** N35-36-00 E68-26-30	18400	32000
A454	**DOSHI** N35-36-00 E68-26-30	**MURAD** N34-31-00 E69-09-00	18400	29000
A455	**RAMSO** N34-25-48	**KOTAL** N34-05-58.98	11200	25000

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
	E70-28-30	E71-08-58.02		
G202	**KAMAR** N32-39-00 E60-44-00	**FARAH** N32-22-00 E62-09-30	10400	**26000**
	FARAH N32-22-00 E62-09-30	**DILAM** N32-10-30 E63-24-00	10400	**26000**
	DILAM N32-10-30 E63-24-00	**DOLAN** N31-50-30 E64-39-00	10300	**21000**
	DOLAN N31-50-30 E64-39-00	**BOTUV** N31-40-12.66 E65-14-58.2	10300	**10300**
	BOTUV N31-40-12.66 E65-14-58.20	**PAROD** N31-29-00 E65-54-00	11000	**10300**
	PAROD N31-29-00 E65-54-00	**DEBUG** N31-26-53.86 E66-34-51.07	11200	**11200**
	DEBUG N31-26-53.86 E66-34-51.07	**RIMPA** N31-26-00 E67-36-00	11200	**11200**

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
V718	**GEROR** N34-12-36.00 E62-13-18.00	**ALEXY** N33-11-30 E62-50-00	12000	**12000**
	ALEXY N33-11-30 E62-50-00	**DILAM** N32-10-30 E63-24-00	12000	**25000**
	DILAM N32-10-30 E63-24-00	**DOLAN** N31-50-30 E64-39-00	10300	**21000**
	DOLAN N31-50-30 E64-39-00	**BOTUV** N31-40-12.66 E65-14-58.2	10300	**10300**
	BOTUV N31-40-12.66 E65-14-58.20	**PAROD** N31-29-00 E65-54-00	10300	**10300**
G206	**GADER** N29-40-59.7 E61-28-03.42	**NABKA** N31-28-59.86 E62-51-06.92	10200	**NONE**
	NABKA N31-28-59.86 E62-51-06.92	**DILAM** N32-10-30 E63-24-00	10200	**21000**
G206	~~**DILAM**~~	~~**BAGNI**~~	~~14700~~	

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
	N32-10-30 E63-24-00	N32-37-30 E064-26-30		**21000**
	BAGNI N32-37-30 E64-26-30	**HORST** N33-27-42 E66-27-30	14700	**20000**
	HORST N33-27-42 E66-27-30	**RILEY** N33-58-48 E67-47-00	17900	**27000**
	RILEY N33-58-48 E67-47-00	**TABDA** N34-18-32.12 E68-36-17.50	17900	**23000**
	TABDA N34-18-32.12 E68-36-17.50	**MURAD** N34-31-00 E69-09-00	17900	**18000**
	MURAD N34-31-00 E69-09-00	**IMGES** N34-59-01.74 E70-09-08.84	16500	**16500**
	IMGES N34-59-01.74 E70-09-08.84	**ALAMI** N35-06-06 E70-25-12	16500	**21000**
G206	**ALAMI** N35-06-06	**SABAR** N35-36-58.02	20100	**29000**

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
	E70-25-12	E71-30-58.02		
M375	**SOKIR** N29-08-00 E64- 25-01.02	**DAVER** N29-34.3 E64-40.6	9500	**Unknown**
	DAVER N29-34-18 E64-40-36	**EMERO** N30-14-23.88 E65-06-18.50	9500	**17000**
	EMERO N30-14-23.88 E65-06-18.50	**DASAP** N30-58-19.13 E65-34-12.77	9500	**9500**
	DASAP N30-58-19.13 E65-34-12.77	**PAROD** N31-29-00 E65-54-00	9500	**9500**
	PAROD N31-29-00 E65-54-00	**ITIDA** N32-03-07.65 E66-03-28.65	15400	**15400**
	ITIDA N32-03-07.65 E66-03-28.65	**HORST** N33-27-42 E66-27-30	15400	**20000**
M375	**HORST** N33-27-42 E66-27-30	**DARIN** N34-32-30 E66-55-30	16900	**NONE**

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
	DARIN N34-32-30 E66-55-30	**RAMGO** N35-14-29 E67-07-18	16900	**NONE**
	HORST N35-14-29 E67-07-18	**KHOLM** N36-43-00 E67-41-00	15300	**NONE**
M696	**LEMOD** N36-10-00 E64-17-30	**RESOT** N35-55-30 E64-46-12	17500	**26000**
	RESOT N35-55-30 E64-46-12	**HORST** N35-14-29 E67-07-18	17500	**NONE**
	HORST N35-14-29 E67-07-18	**VUSAR** N34-50-22.21 E68-15-27.98	17500	**NONE**
	VUSAR N34-50-22.21 E68-15-27.98	**MURAD** N34-31-00 E69-09-00	17500	**18000**
M696	**MURAD** N34-31-00 E69-09-00	**GERAN** N34-14-20 E69-48-12	17300	**17300**
	GERAN	**LAJAK**	17300	

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
	N34-14-20 E69-48-12	N33-55-58.98 E70-29-58.98		25000
M920	**BROOK** N36-47-48 E69-23-00	**QUINA** N36-08-06.42 E68-52-09.24	17500	26000
	QUINA N36-08-06.42 E68-52-09.24	**DOSHI** N35-36-00 E68-26-30	17500	29000
V338	**SOKAM** N33-13-16.02 E60-37-54	**GEROR** N34-12-36.00 E62-13-18.00	10700	16000
	GEROR N34-12-36 E62-13-18	**VELDT** N34-30-00 E64-54-00	16900	16900
	VELDT N34-30-00 E64-54-00	**PASIL** N34-31-30 E65-16-12	16900	NONE
V338	**PASIL** N34-31-30 E65-16-12	**DARIN** N34-32-30 E66-55-30	16900	NONE
	DARIN N34-32-30	**LONEX** N34-31-33.63	18600	NONE

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
	E66-55-30	E68-23-17.97		
	LONEX N34-31-33.63 E68-23-17.97	**MURAD** N34-31-00 E69-09-00	18600	**19000**
V390	**CHARN** N35-10-06.84 E61-08-07.32	**GEROR** N34-12-36.00 E62-13-18.00	8800	**8800**
	GEROR N34-12-36.00 E62-13-18.00	**BAGNI** N32-37-30 E64-26-30	15600	**26000**
	BAGNI N32-37-30 E64-26-30	**ELUMA** N31-52-35.70 E65-23-52.57	12200	**18000**
	ELUMA N31-52-35.70 E65-23-52.57	**PAROD** N31-29-00 E65-54-00	10800	**10800**
V390	**PAROD** N31-29-00 E65-54-00	**PARES** N30-54-14.50 E66-01-07.46	7800	**7800**
	PARES N30-54-14.50 E66-01-07.46	**SERKA** N29-51-00 E66-15-00	10900	**10900**

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
V717	**SIGSI** N31-05-30 E61-53-00	**FARAH** N32-22-00 E62-09-30	7700	**NONE**
	FARAH N32-22-00 E62-09-30	**LABUS** N33-23-12 E62-15-50	10200	**22000**
	LABUS N33-23-12 E62-15-50	**GEROR** N34-12-36.00 E62-13-18.00	10200	**10200**
	GEROR N34-12-36 E62-13-18	**DAXUP** N34-59-00 E63-06-30	12900	**12900**
	DAXUP N34-59-00 E63-06-30	**NOONE** N35-18-00 E63-39-00	12700	**13000**
V717	**NOONE** N35-18-00 E63-39-00	**RESOT** N35-55-30 E64-46-12	12700	**29000**
	RESOT N35-55-30 E64-46-12	**DEANO** N36-27-00 E66-22-48	10300	**24000**

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
	DEANO N36-27-00 E66-22-48	**XARDO** N36-43-48 E67-15-30	10300	**10300**
	XARDO N36-43-48 E67-15-30	**KHOLM** N36-43-00 E67-41-00	10300	**10300**
	KHOLM N36-43-00 E67-41-00	**IVAGA** N36-40-00 E68-55-00	10300	**10300**
	IVAGA N36-40-00 E68-55-00	**BROOK** N36-47-48 E69-23-00	14000	**14000**
	BROOK N36-47-48 E69-23-00	**KAVOG** N37-05-30 E70-30-00	14000	**22000**
V838	**RANAH** N35-35-00 E63-12-00	**NOONE** N35-18-00 E63-39-00	13500	**18000**
	NOONE N35-18-00 E63-39-00	**VELDT** N34-30-00 E64-54-00	13500	**22000**
V848	**PINAX**	**BROOK**	21100	

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
	N37-15-00 E69-06-00	N36-47-48 E69-23-00		21100
	BROOK N36-47-48 E69-23-00	**ALKIB** N35-59-40 E69-54-16	21100	27000
	ALKIB N35-59-40 E69-54-16	**ALAMI** N35-06-06 E70-25-12	21100	NONE
	ALAMI N35-06-06 E70-25-12	**RAMSO** N32-25-48 E70-28-30	16800	21000
B442	**RAPTA** N37-27-00 E65-38-00	**DEANO** N36-27-00 E66-22-48	7000	7000
	DEANO N36-27-00 E66-22-48	**RAMGO** N35-14-29 E67-07-18	15000	NONE
V876	**GARRI** N38-25-00 E70-44-00	**KAVOG** N37-05-30 E70-30-00	18800	NONE
	KAVOG N37-05-30	**ALKIB** N35-59-40	19800	NONE

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
	E70-30-00	E69-54-16		
	ALKIB N35-59-40 E69-54-16	**ALMOL** N35-39-47 E69-45-30	19800	**25000**
	ALMOL N35-39-47 E69-45-30	**MURAD** N34-31-00 E69-09-00	19800	**22000**

ENR 3.3.3 High level RNAV air routes

3.3.3.1 **These airways are for civil aircraft only.** All military aircraft over-flights, whether US military or otherwise, must be approved by the ACA via the Air Mobility Division (AMD).

3.3.3.2 These routes are **only for aircraft** overflying the Kabul FIR that will not land at any underlying airfield unless an emergency aircraft under ICAO emergency procedures.

COUNTRY TO/FROM	AIRWAY	POINTS	LAT/LONG	LEVEL BLOCK
Tajikistan to Pakistan	P500	FIRUZ	N3640.0 E07138.0	FL310 to FL390
		PADDY	N3628.0 E07138.0	

COUNTRY TO/FROM	AIRWAY	POINTS	LAT/LONG	LEVEL BLOCK
Tajikistan to Pakistan	M881	GARRI	N3825.0 E07044.0	FL310 to FL390
		ANWAR	N3652.0 E07127.0	
		MATAL	N3600.0 E07100.0	
		JALAL	N3430.0 E07045.0	
		LAJAK	N3356.0 E07030.0	
Uzbekistan to Pakistan	A466	AMDAR	N3712.5 E06720.6	FL310 to FL390 From 2000-2400Z: FL280 to FL390
		KHOLM	N3643.0 E06741.0	
		DOSHI	N3536.0 E06826.5	
		Kabul	N343100 E690900	
		SITAX	N3305.0 E07003.0	
Turkmenistan to Pakistan	N644	LEMOD	N3610.0 E06417.5	FL310 to FL390 From 2000-2400Z: FL280 to FL390
		DARIN	N3432.5 E06655.5	
		RILEY	N3358.8 E06747.0	
		GHAZNI	N3332.9 E06825.2	
		PAVLO	N3252.0 E06926.0	
Turkmenistan	L750	RANAH	N3535.0 E06312.0	FL310 to

COUNTRY TO/FROM	AIRWAY	POINTS	LAT/LONG	LEVEL BLOCK
to Pakistan		NOONE	N3518.0 E06339.0	FL390 From 2000-2400Z: FL280 to FL390
		VELDT	N3430.0 E06454.0	
		HORST	N3327.7 E06627.5	
		MAXIN	N3246.5 E06727.0	
		ROSIE	N314006.07 E690008.78	
Iran to Pakistan	V390/ B466	CHARN	N3510.0 E06108.0	FL310 to FL350
		Herat	N3412.6 E06213.3	
		BAGNI	N3237.0 E06426.5	
		Kandahar	N3129.0 E06554.0	
		SERKA	N2951.0 E06615.0	

The High Level Enroute Table below goes into effect 15 May 05 0500Z

The High Level routes exist between **FL310 up to and including FL430**. (Except as noted) No MOCA data is needed for the high airways since there are no obstacles that conflict with the routes.

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG
L750	**RANAH**	**NOONE**

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG
2000Z to 2400Z FL280-FL430	N35-35-00 E63-12-00	N35-18-00 E06-33-39
L750	**NOONE** N35-18-00 E63-39-00	**VELDT** N34-30-00 E64-54-00
	VELDT N34-30-00 E64-54-00	**HORST** N33-27-42 E66-27-30
	HORST N33-27-42 E66-27-30	**MAXIN** N32-46-30 E67-27-00
	MAXIN N32-46-30 E67-27-00	**GODSI** N32-30-09.06 E67-48-54.70
	GODSI N32-30-09.06 E67-48-54.70	**ROSIE** N31-40-06.07 E69-00-08.78
P500	**PADDY** N36-27-58.02 E071-37-58.02	**FIRUZ** N36-40-00 E71-38-00
B466	**CHARN** N35-10-06.84 E61-08-07.32	**GEROR** N34-12-36.00 E62-13-18.00
	GEROR	**BAGNI**

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG
	N34-12-36.00 E62-13-18.00	N32-37-30 E64-26-30
	BAGNI N32-37-30 E64-26-30	**PAROD** N31-29-00 E65-54-00
	PAROD N31-29-00 E65-54-00	**ELEKO** N30-20-05.04 E66-08-45
	ELEKO N30-20-05.04 E66-08-45	**SERKA** N29-51-00 E66-15-01.02
G792	**CHARN** N35-10-06.84 E61-08-07.32	**GEROR** N34-12-36.00 E62-13-18.00
	GEROR N34-12-36.00 E62-13-18.00	**BAGNI** N32-37-30 E64-26-30
G792	**BAGNI** N32-37-30 E64-26-30	**PAROD** N31-29-00 E65-54-00
	PAROD N31-29-00 E65-54-00	**ASLUM** N31-01-00 E66-37-00
M881	**GARRI**	**KAVOG**

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG
NOTE: Useable by HF Equipped Aircraft only	N38-25-00 E70-44-00	N37-05-30 E70-30-00
	KAVOG N37-05-30 E70-30-00	**ALAMI** N35-06-06 E70-25-12
	ALAMI N35-06-06 E70-25-12	**LAJAK** N33-55-58.98 E70-29-58.98
N644 NOTE: N644 Useable by HF Equipped Aircraft only	**LEMOD** N36-10-00 E64-17-30	**DARIN** N34-32-30 E66-55-30
Between 2000Z-2400Z FL280-FL430	**DARIN** N34-32-30 E66-55-30	**RILEY** N33-58-48 E67-47-00
	RILEY N33-58-48 E67-47-00	**PATOX** N33-32-54 E68-25-12
	PATOX N33-32-54 E68-25-12	**MESRA** N33-16-39.46 E68-47-56.11
	MESRA N33-16-39.46 E68-47-56.11	**PAVLO** N32-51-58.98 E69-25-58.98

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG
A466 Between 2000Z-2400Z FL280-FL430	**AMDAR** N37-12-30 E67-20-36	**KHOLM** N36-43-00 E67-41-00
	KHOLM N36-43-00 E67-41-00	**DOSHI** N35-36-00 E68-26-30
	DOSHI N35-36-00 E68-26-30	**MURAD** N34-31-00 E69-09-00
A466	**MURAD** N34-31-00 E69-09-00	**KODAD** N34-06-59.00 E69-24-06.00
	KODAD N34-06-59.00 E69-24-06.00	**BOXUD** N33-31-31.83 E69-46-11.87
	BOXUD N33-31-31.83 E69-46-11.87	**SITAX** N33-05-00.00 E70-03-00.00
G796 NOTE: This airway effective as of 5 May 05	**MURAD** N34-31-00 E69-09-00	**GERAN** N33-31-31.83 E069-46-11.87
	GERAN N33-31-31.83	**LAJAK** N33-55-5.98

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG
	E069-46-11.87	E70-29-58.98

ENR 3.4 Helicopter routes Detailed description of helicopter routes, including:

ENR 3.5 Other routes

ENR 3.6 En-route holding

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 Radio navigation aids - en-route

4.1.1.1 All of the Afghanistan navigational aids are inoperative except for the TACANs at Bagram, Kabul, and Kandahar. There is also a DVOR located at Kabul

ENR 4.2 Special navigation systems

ENR 4.3 Name-code designators for significant points

ENR 4.4 Aeronautical ground lights - en-route

ENR 5 NAVIGATION WARNINGS

ENR 5.1 Prohibited, restricted and danger areas

5.1.1 OAKB

5.1.1.1. Prohibited area CDS/Kamari activated 0.8NM around position N342919 E0691954. The range is used for ammunition demolition only ground to 12500ft AMSL. For advisories contact tower on frequency 118.1 MHZ.

5.1.1.2. Restricted Overflying Zones (ROZ) established, radius 0.5NM. 1. PSN 343141 E691045 2. PSN N343122 E691047 3. PSN N343159 E691118. All aircraft planning to operate within the ROZ must be previously approved by CFC-3-AIR (DSN 318-237-1204) and coordinated with Kabul Tower. The **only** exemptions will be approved are for classified/special operations flights and inbound/outbound traffic of Kabul Airport. The ROZ does not apply to UAV operations surface to 2,000ft AGL.

5.1.1.3. Overflying prohibited within N343231 E691818 N343205 E691818 N343205 E691739 due to high power radiation surface to 1,500 AMSL.

ENR 5.2 Military exercise and training areas and air defence identification zone (ADIZ)

ENR 5.3 Other activities of a dangerous nature and other potential hazards

ENR 5.3.1 Other activities of a dangerous nature

ENR 5.3.2 Other potential hazards

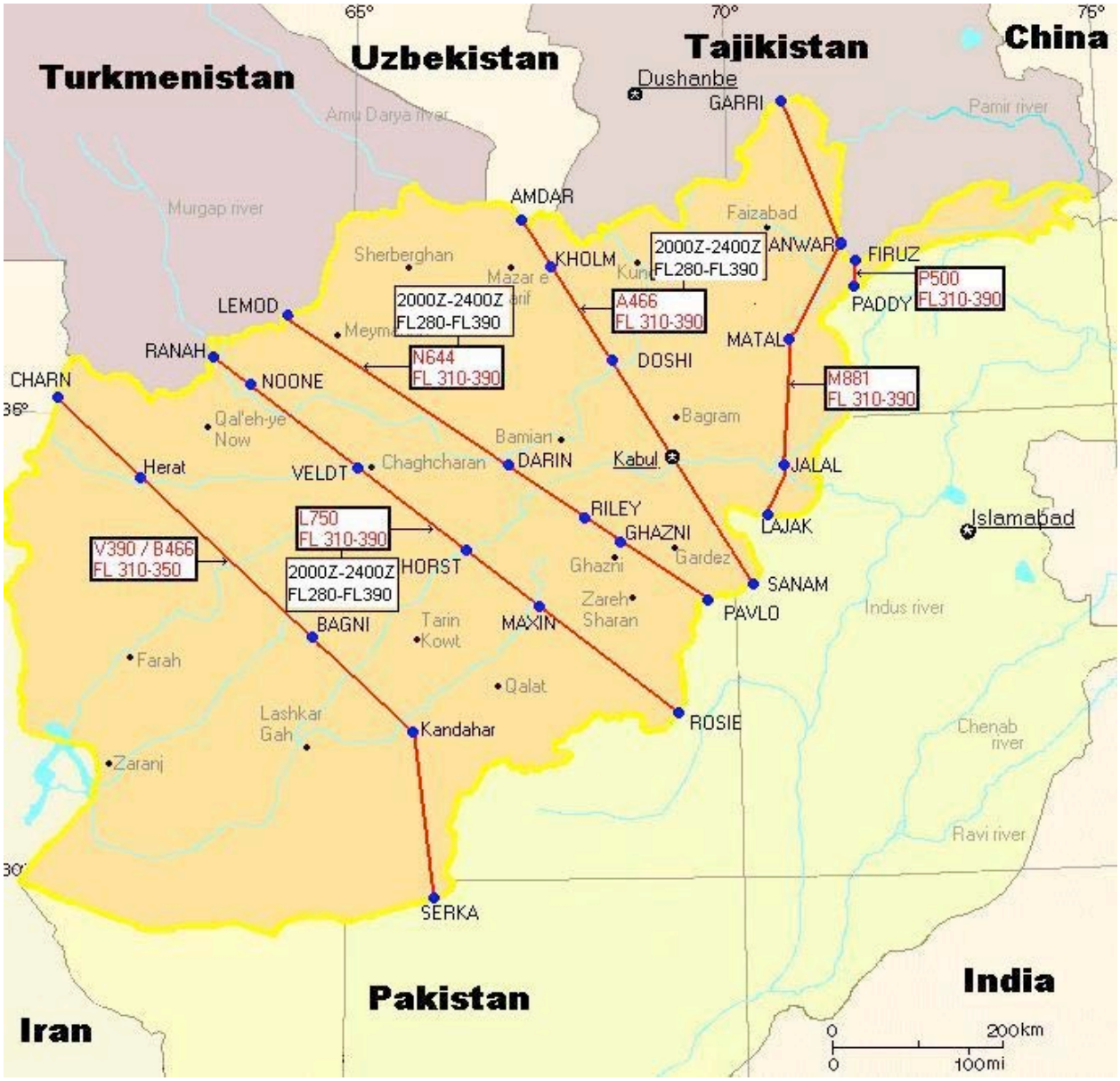
ENR 5.4 Air navigation obstacles - en-route

ENR 5.5 Aerial sporting and recreational activities

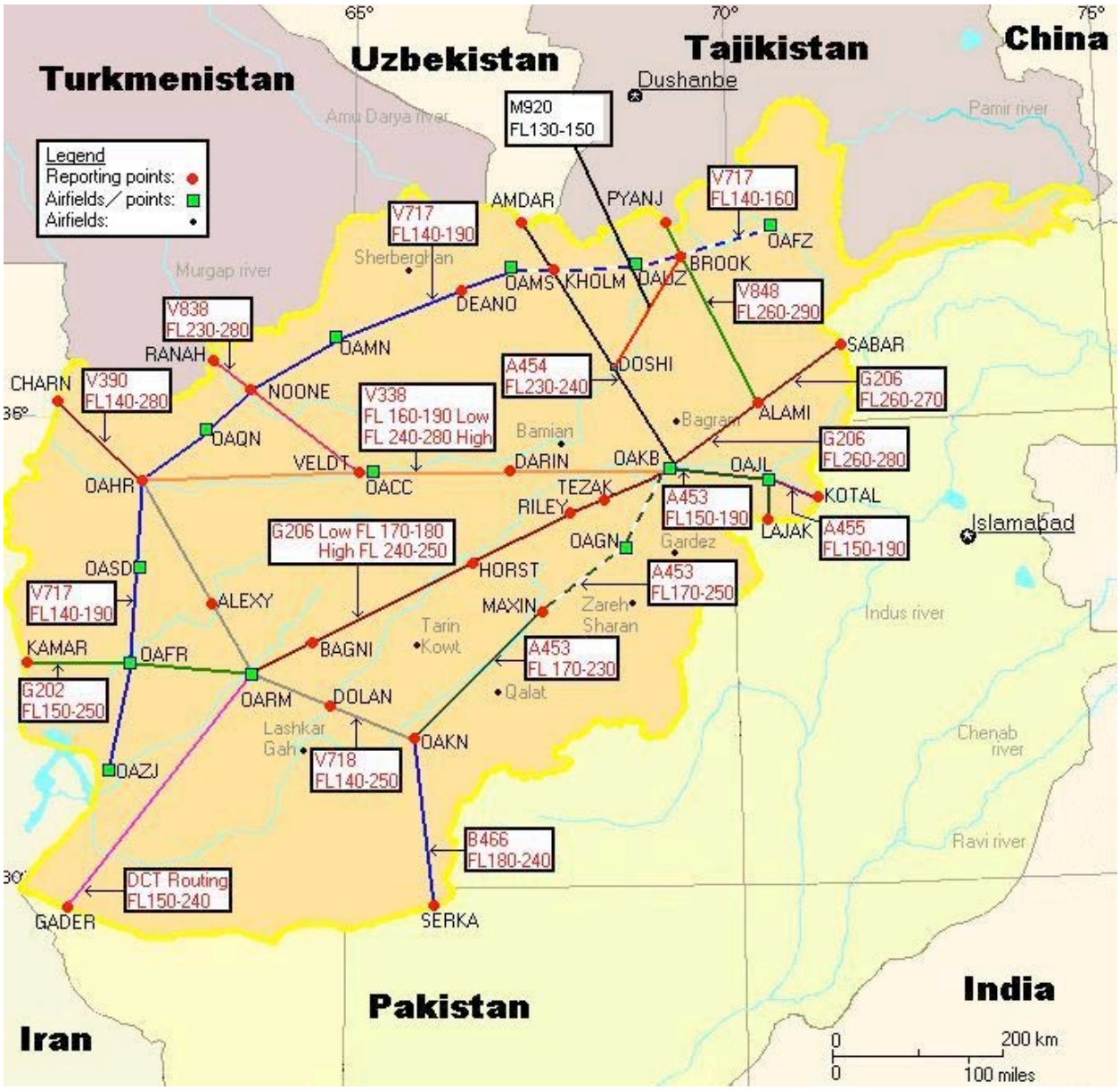
ENR 5.6 Bird migration and areas with sensitive fauna

ENR 6 EN-ROUTE CHARTS

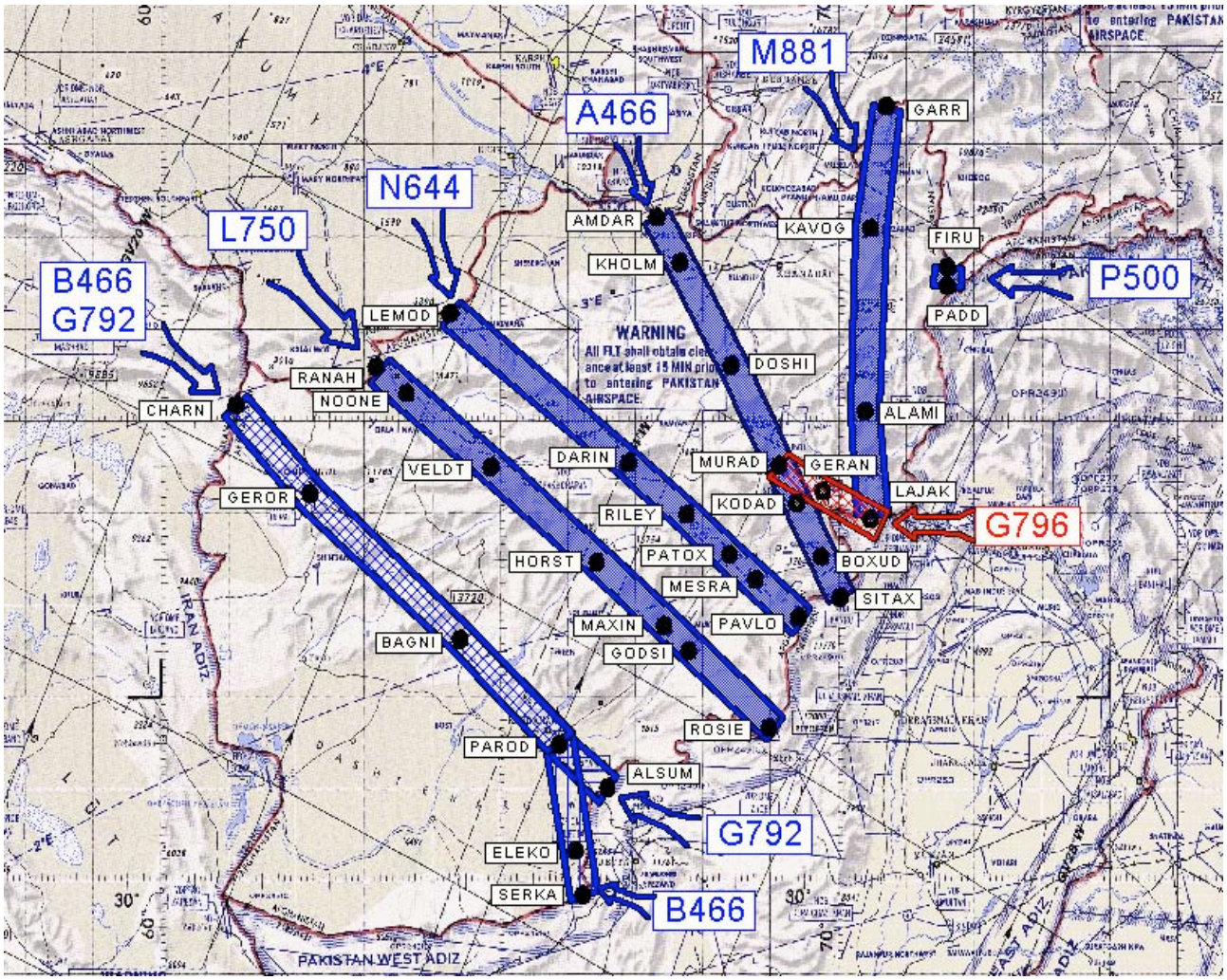
ENR 6.1 Afghanistan High Level en route chart



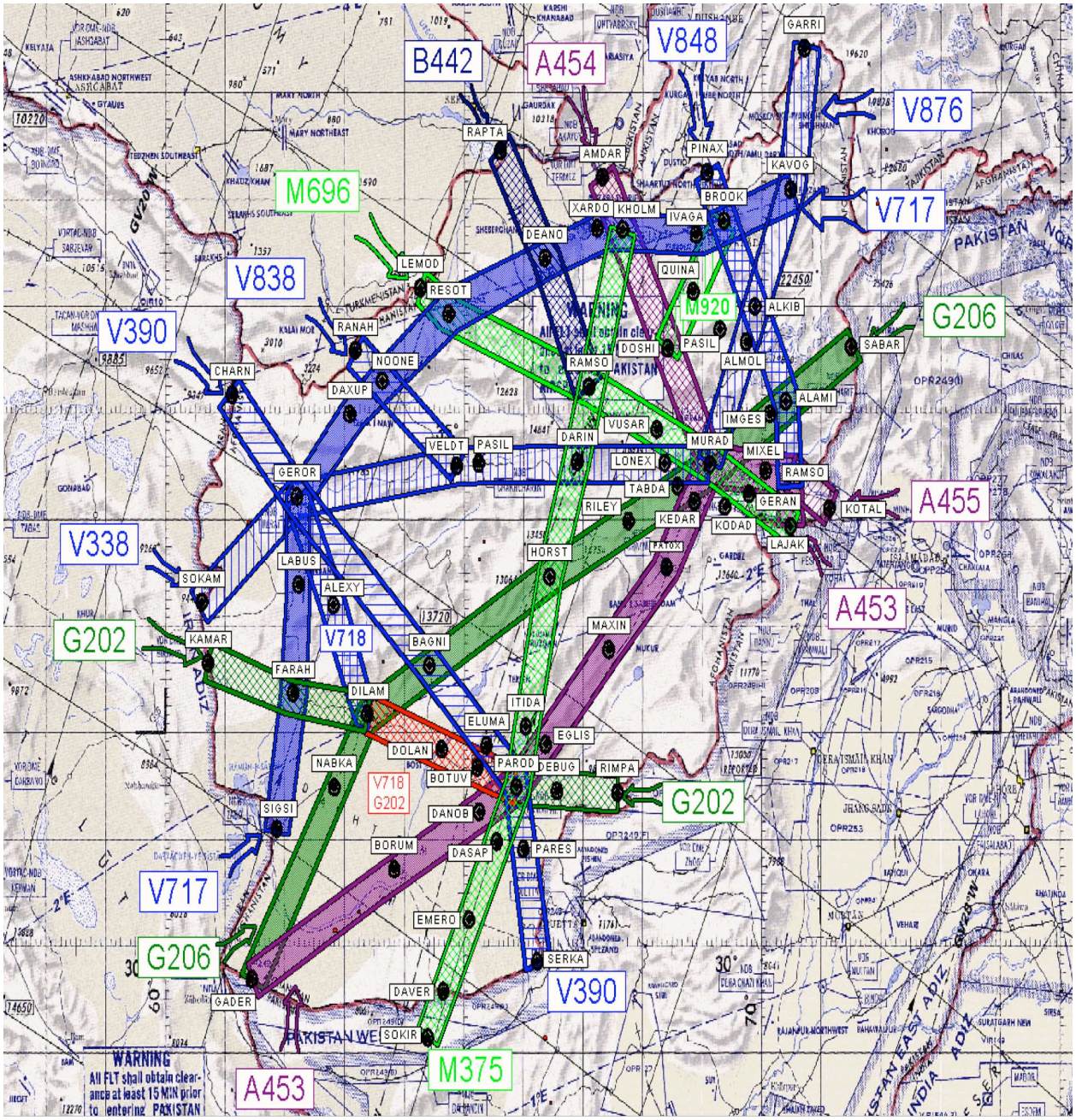
ENR 6.2 Afghanistan Low Level en route chart



Afghanistan High Level En Route Airways effective 15 May at 0500Z NOTE 1: N644 and M881 useable only by HF equipped aircraft. NOTE 2: G796 active effective 5 MAY 05.



Afghanistan new Low Level En Route Airway effective date will be posted via NOTAM



PART 3 AERODROMES (AD)

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodrome / heliport availability

1.1.1 While known details of airfield status will be disseminated by NOTAM, operators should contact local authorities to confirm the NOTAM accurately reflects airfield conditions.

AD 1.2 Rescue and fire fighting (RFF) services and snow plan

AD 1.3 Index to aerodromes and heliports

AD 1.3.1 List of available Aerodromes within Afghanistan

1.3.1.1 Operational aerodromes in Afghanistan are:

a. Kabul International (OAKB).

b. Kandahar (OAKN).

c. Bagram (OAIX).

d. Kunduz (OAUZ).

1.3.1.2 Civil aircraft operations at other airfields may be permitted with prior RAMCC approval. If approval is granted, operators must comply with the procedures contained in this AIP and ICAO Annexes 2 and 11, Visual Flight Rules.

AD 1.4 Grouping of aerodromes/heliports

AD 2 AERODROMES

OAKB AD 2.1 Kabul International Airport

OAKB AD 2.2 Aerodrome geographical and administrative data

1	ARP coordinates and location	3433 57N 06912 45E The center of the RWY
2	*Distance and direction from (city)*	1 km NE form Kabul City
3	*Elevation/Reference temperature*	5871 ft MSL/32.1^{0}C
4	*Geoid undulation*	FM RWY11 THR to ARP 2m FM ARP to RWY29 THR –1m
5	*MAG VAR/Annual change*	3^{0}E (2003) +0^0 01’
6	*AD Administration* *Address, TEL, Telefax, Telex, AFTN*	KAIA IASF Kabul, Afghanistan AIR Operation Feldpost 64298 Darmstadt, Germany Air Ops, IVSN 3903/3902, no FAX KDZZNAXX
		MoCAT Ansari Watt PO Box: 165 Kabul, Afghanistan* Tel: 852 932 72168* Fax: 852 932 78968* OAKBYFYX* OAKBYAYX*
7	*Approved for traffic Type(s)*	IFR/VFR
8	*Remarks*	* These dates for information, the aircrew shall contact on military phone, and addresses for information.

OAKB AD 2.3 Operational hours

1	*AD Office*	24H
2	*Custom and Immigration*	Day hours
3	*Health and Sanitary*	24H
4	*AIS Briefing Office*	Day hours
5	*ATS Reporting Office*	Day hours
6	*MET Briefing Office*	Day hours
7	*ATS*	Day hours
8	*Fueling*	Day hours, BFI for military, TRYCO for civilian
9	*Handling*	Day hours
10	*Security*	24H
11	*Deicing*	Day hours*
12	*Remarks*	* Only for military aircraft

OAKB AD 2.4 Handling services and facilities

1	*Cargo handling facilities*	3x 3.5 T Forklift* 2x 4.5 T Forklift* 3x 7 T Manitou Forklift* 1x 8 T Forklift* 1x 18 T Forklift* 3x Atlas "K" loader * 1x Tractor* 2x Flat Deck Trailer*
		1x 5 T Forklift** 3x Tractor** 25x 5T Container Car** 5x 5T Pile Car** 1x "K" loader**
2	*Fuel/Oil types*	Jet A-1
3	*Fuelling facilities/capacity*	Maximum capacity 1 738 000 liters* 1x 10200l maximum capacity fuel truck with 200 l/min fuelling capacity* 1x 6000l maximum capacity fuel truck with 400 l/min fuelling capacity* 1x 20000l maximum capacity fuel truck with 400 l/min fuelling capacity* 1x 15200l maximum capacity fuel truck with 800 l/min fuelling capacity* 1x 24000l maximum capacity storage truck*
		Maximum capacity 10 million liters** 1x 90000l maximum capacity fuel truck with 800 l/min fuelling capacity** 1x 18000l maximum capacity fuel truck with 550 l/min fuelling capacity**
4	*Deicing facilities*	1x deicing track, with 6500L total capacity, and 150L/m spraying capacity*

5	*Hangar space*	120 Cu M of storage space for cargo, no hangar space for visiting aircraft* NIL**
6	*Repair facilities*	NIL* Minor repairing capability**
7	*Remarks*	*Only for military aircraft **Only for civil aircraft

OAKB AD 2.5 Passenger facilities

1	*Hotels*	Compound accommodation for military only. Hotels in the Town
2	*Restaurant*	In the airport
3	*Transportation*	Only for military
4	*Medical facilities*	3xROLE1, 1xROLE2
5	*Bank and Post Office*	In the Town
6	*Tourist office*	In the Town
7	*Remarks*	NIL

OAKB AD 2.6 Rescue and fire fighting services

1	*AD category for fire fighting*	ICAO Crash Cat 8	
2	Rescue equipment	1x light rescue vehicle	7000 l Type-A foam with quick hose 1000 l water 100 l foam/minute Hydraulic tools for cutting, bending and lifting Airbags for lifting up to 19000kg Electrical power unit with lights Scoop stretcher Heat camera Chainsaw
		1x medium rescue vehicle	1500 l water mixed with Type-B foam 1000 l water 200 l foam/minute High pressure water delivery capacity 500kg powder 70kg carbonate Electrical power unit with lights Water gel blankets PPV fan Twin cutting saw
		3x heavy rescue vehicle	9500 l water mixed with Type-A foam Water canon, monitor 2 high pressure hoses 2 low pressure hoses Water gel blanket

			Medic bag Medic case Chainsaw Motor cutter 2x 6kg powder extinguisher Electrical power unit with light PPV fan Ladder Hydraulic tools for cutting, bending and lifting Air driven lifting pillows
		1x complete HAZMAT Truck	
		2x trolley with generator and lights	
		1x trolley with 2x 70kg powder units, wool blankets etc	
		1x trolley with 600kg powder	
		1x 20000 l water tank vehicle	
3	*Capability for removal of disabled ACFT*	NIL	
4	*Remarks*	NIL	

OAKB AD 2.7 Seasonal availability – clearing

1	*Types of clearing equipment*	2x 4.7m sweeper 2x 2.8m sweeper 2x 5.6m snowplow 2x 2.3m snow blower 1x 2.45m snow blower 1x 11T track 1x 5T track
2	*Clearance priorities*	1; RWY, TWYC, TWYF, TWYS (Main TWY) Between TWYC and TWYF, Apron2 2; TWYA, TWYS (Main TWY) Between TWYA and TWYC, TWYG, TWYH, Apron1 3; TWYP, TWYD, TWYE 4; Other Hard Surfaces
3	*Remarks*	NIL

OAKB AD 2.8 Aprons, taxiways and check locations/positions data

1	Apron surface and strength	Apron1 Concrete and asphalt PCN: NIL Apron2 Concrete and asphalt PCN: NIL Apron3 Concrete and asphalt PCN: NIL Apron4 Concrete and asphalt PCN: NIL Apron5 Concrete and asphalt PCN: NIL Apron6 Concrete and asphalt PCN: NIL
2	*Taxiway width, surface and strength*	TWYA 38m Concrete and asphalt PCN: NIL TWYC 38m Concrete and asphalt PCN: NIL TWYD 38m Concrete and asphalt PCN: NIL TWYE 38m Concrete and asphalt PCN: NIL TWYF 38m Concrete and asphalt PCN: NIL

		TWYG 38m Concrete and asphalt PCN: NIL TWYH 38m Concrete and asphalt PCN: NIL TWYS 38m Concrete and asphalt PCN: 59/R/B/W/T
3	*ACL location and elevation*	RWY29 THR 5869FT RWY11 THR 5866FT
4	*VOR/ checkpoints*	NIL
5	*INS/ checkpoints*	NIL
6	*Remarks*	NIL

OAKB AD 2.9 Surface movement guidance and control system and markings

1	*Use of aircraft stand ID Signs, Twy guide lines and Visual docking/parking Guidance system of Aircraft stands,*	TWY centreline Parking guidance line Follow Me Car* Marshaller
2	Rwy and Twy markings and LGT	RWY centreline THR sign RWY identifier sign RWY edge line HI intensity RWY light system TWY centreline TWY edge line RWY holding position line TWY BLUE edge light
3	Stop Bars	NIL
4	Remarks	*Only for military aircraft

OAKB AD 2.10 Aerodrome obstacles

In approach/take off Areas			*In Circling Area and at AD*		*Remarks*
1			*2*		*3*
RWY Area affected	*Obstacle type Elevation Markings/LGT*	*Location Direction(GEO) Distance(M)*	*Obstacle type Elevation Markings/LGT*	*Location Direction(GEO) Distance(M)*	
a	b	c	a	b	
DEP RWY29 ARR RWY11	Mountain 7192FT	260^0 7000m FM ARP	Mountain 7215FT	010^0 3600m FM ARP	No LGT
DEP RWY29 ARR RWY11	Mountain 7401FT	265^0 7500m FM ARP	Mountain 6562FT	032^0 3000m FM ARP	No LGT
DEP RWY29 ARR RWY11	Mountain 6890FT	300^0 4500m FM ARP	Mountain 6365FT	075^0 7000m FM ARP	No LGT
DEP RWY29 ARR RWY11	Mountain 6890FT	312^0 3900m FM ARP	Mountain 6562FT	230^0 3900m FM ARP	No LGT
DEP RWY11 ARR RWY29	Mountain 7424FT	082^0 11000m FM ARP	Mountain 6890FT	230^0 7000m FM ARP	No LGT
DEP RWY11 ARR RWY29	Masts 6552FT	090^0 11000m FM ARP	Mountain 6890FT	235^0 7000m FM ARP	No LGT
DEP RWY11 ARR RWY29	Masts 6529FT	095^0 12000m FM ARP	Mountain 7024FT	240^0 9000m FM ARP	No LGT

OAKB AD 2.11 Meteorological information provided

1	*Associated MET Office*	OAKB ISAF KAIA MET OFFICE
2	*Hours of operation*	24H
3	*Office responsible for TAF preparation* *Periods of validity*	OAKB ISAF KAIA MET OFFICE 24H; 9H
4	*Type of landing forecast* *Interval of issuance*	METAR Hourly SPECI In case of significant weather changes
5	*Briefing /consultation provided*	Consultation in MET OFFICE, information via phone and internet
6	*Flight documentation* *Language(s) used*	Only TAF, METAR, SPECI EN
7	*Charts and other information available for briefing or consultation*	METAR and TAF codes of airports, satellite picture, significant weather chart, upper wind between FL240 and FL300
8	*Supplementary equipment available for providing information*	TACMET system
9	*ATS unit provided with information*	Kabul TWR
10	*Additional information*	NIL

OAKB AD 2.12 Runway physical characteristics

Designations *RWY* *NR*	*TRUE and MAG BRG*	*Dimensions of* *RWY*	*Strength (PCN) and surface of* RWY and SWY	*THR coordinates* *geoid undulation*	*THR elevation and* *highest elevation of* *TDZ of precision APP RWY*
1	2	3	4	5	6
RWY11	TRUE 107^0 MAG 105^0	3500x45m	PCN:59/R/B/W/T asphalt	3434 14.00N 06911 39.00E FM THR11 to ARP 2m FM ARP to THR29 –1m	THRE 5866FT TDZE 5866FT
RWY29	TRUE 287^0 MAG 285^0	3500x45m	PCN:59/R/B/W/T asphalt	3433 40.00N 06913 50.00E FM THR29 to ARP 1m FM ARP to THR11 –2m	THRE 5869FT TDZE 5869FT
Slope of RWY-SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions(M)*	*OFZ*	Remarks
7	8	9	10	11	12
0.00%	60x45m	NIL	3620x300m	NIL	NIL
0.00%	60x45m	NIL	3620x300m	NIL	NIL

OAKB AD 2.13 Declared distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	*Remarks*
1	2	3	4	5	6
RWY11	3500m	3500m	3560m	3500m	NIL
RWY29	3500m	3500m	3560m	3500m	NIL

OAKB AD 2.14 Approach and runway lighting

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT Colour WBAR*	*PAPI VASIS (MEHT)*	*TDZ LGT (LEN)*	*RWY Centre Line LGT Length spacing colour, INTST*	*RWY edge LGT Length spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN(M) colour*
1	2	3	4	5	6	7	8	9
RWY11	Simple Approach Lighting System 420m HI	GREEN	APAPI NIL	NIL	NIL	3500m 60m White, last 600m Yellow HI	RED	NIL
RWY29	Precision Approach Category I Lighting System 900m HI	GREEN	APAPI 15m	NIL	NIL	3500m 60m White, last 600m Yellow HI	RED	NIL
Remarks: Under reconstruction								

OAKB AD 2.15 Other lighting, secondary power supply

1	*ABN/IBN location, characteristics and hours of operation*	NIL
2	*LDI location and LGT* *Anemometer location and LGT*	NIL
3	*TWY edge and centre light lighting*	Only blue edge light
4	*Secondary Power Supply*	AVBL
5	*Remarks*	NIL

OAKB AD 2.16 Helicopter landing area

1	*Coordinates TLOF or THR of FATO*	NIL
2	*TLOF and/or FATO elevation M/FT*	NIL
3	*TLOF and FATO area dimensions,* *surface, strength, marking*	NIL
4	*True and MAG BRG of FATO*	NIL
5	*Declared distances available*	NIL
6	*APP and FATO lighting*	NIL
7	*Remarks*	NIL

OAKB AD 2.17 Air traffic services airspace

1	*Designation and lateral Limits*	Kabul CTR, 10M radius around ARP
2	*Vertical limits*	12000FT MSL not Including
3	*Airspace Class*	D
4	*ATS unit call sign* *Language*	Kabul TWR 118.100 MHz, 284.275MHz, 134.500MHz EN
5	*Transition attitude*	NIL
6	*Remarks*	NIL

OAKB AD 2.18 Air traffic services communication facilities

Service designation	*Call sign*	*Frequency*	*Hours*	*Remarks*
1	2	3	4	6
TWR	Kabul TOWER	118.100 MHz, 284.275MHz, 134.500MHz 121.500MHz 243.000MHz	24H	NIL
GND	Kabul GROUND	120.300MHz 121.500MHz 243.000MHz	24H	

OAKB AD 2.19 Radio navigation and landing aids

Facility	*Ident (Emission)*	*Frequency*	*Hours*	*Coordinates*	*DME antenna Elevation*	Remarks
TACAN*	KIA	CH65x	24H	3433 44.9N 06923 20.4E (3433 44.0N 06913 20.7E**)	5869FT	No IFR Procedures for ILS *MAG VAR 3^0E (2003) **STBY Equipment
DVOR*	KBL	CH57x, 112.000MHz	24H	3432 44.2N 06917 25.4E	5879FT	
ILS/LLZ* CAT I	OAKB	110,500MHz	24H	3434 16.6N 06913 41.1E	5962FT	
ILS/GP* CAT I	OAKB	110,500MHz	24H	3433 46.7N 06911 33.9E	5943FT	

NOTE: VOR/DME RWY 29 Approach plate dated 11 Feb 05 – 12 May 05 published on RAMCC website is the only authorised DVOR plate all others are obsolete.

OAKB AD 2.20 Local traffic regulations

See ATC LOP Kabul posted on RAMCC web site

OAKB AD 2.21 Noise abatement procedures

NIL

OAKB AD 2.22 Flight procedures

See ATC LOP Kabul posted on RAMCC web site

OAKB AD 2.23 Additional information

2.22.1. Overflights strictly prohibited North of departure end RWY 29 between TWY intersection A and C.

2.22.2. Helicopter pilots are advised of Kite activity within the OAKB center ground 1200ft.

2.22.3. There is a danger of FOD on all shoulders. Wide bodied, multi-engined aircraft are strongly recommended to taxi with outer engines shut down to minimize the damage.

2.22.4. Several uncharted masts erected close to the approach path of RWY 29 around position N343234 E0692035 ground 600ft AGL.

2.22.5. Meteorological balloon launched at Kabul International Airport twice daily at 1330 and 2330. Ground to 50000ft AGL.

2.22.6. Aircraft operators are advised of Unmanned Aerial Vehicle (UAV) traffic within Kabul CTR. Contact Tower prior to entering Kabul CTR on frequency 118.1 (Freq 118.1), for advisories.

2.22.7. Two unlit masts erected close to approach path of RWY 29, 6.37NM East of Kabul International Airport. Position N343208 E0692016 and N342227 E0692028 900ft AGL.

2.22.8. NOTE:

OAKB AD 2.24 Charts related to an aerodrome

See ATC LOP Kabul and RAMCC web page

OAKN AD 2.1 Kandahar Airport (OAKN)

OAKN AD 2.2 Aerodrome geographical and administrative data

1	ARP coordinates and location	N31°30.49 E65°51.39.8
2	*Distance and direction from (city)*	10 ½ miles southeast of Kandahar City
3	Elevation/Reference temperature	3329ft
4	Geoid undulation	.32 field gradient
5	*MAG VAR/Annual change*	1.53 degrees
6	Airfield Administration	451 Air Expeditionary Group Airfield Management, Kandahar Air Field Afghanistan DSN 318-841-1323
7	Approved for traffic Type(s)	IFR/VFR
8	Remarks	. Runway under repair/construction read NOTAMS for length and width available for landing

OAKN AD 2.3 Operational hours

1	*AD Office*	24H
2	*Custom and Immigration*	Military customs 24 hrs, no immigration
3	*Health and Sanitary*	None
4	*AIS Briefing Office*	N/A
5	*ATS Reporting Office*	N/A
6	*MET Briefing Office*	451 AEG Weather, 24hrs
7	*ATS*	24hr
8	*Fueling*	Fuelling by prior approval only
9	*Handling*	Follow me vehicles assist with parking
10	*Security*	24H
11	*Deicing*	None
12	*Remarks*	None

OAKN AD 2.4 Handling services and facilities

1	Cargo handling facilities	Military/contract flights only
2	Fuel/Oil types	JP-8, MOGAS and Diesel
3	Fuelling facilities/capacity	TBD
4	Deicing facilities	None
5	Hangar Space	No hangar space for visiting aircraft
6	Repair facilities	None available
7	Remarks	None

OAKN AD 2.5 Passenger facility

1	Hotels	Compound accommodation for military only.
2	Restaurant	None
3	Transportation	Only for military
4	Medical facilities	Military only
5	Bank and Post Office	None
6	Tourist office	None
7	Remarks	NIL

OAKN AD 2.6 Rescue and fire fighting services

1	AD category for fire fighting	ICAO Crash Cat 8
2	Remarks	Disabled aircraft can be removed via universal tow bar

OAKN AD 2.7 Seasonal availability – clearing

1	Types of clearing equipment	Sweepers
2	Clearance priorities	RWY, Taxiways
3	Remarks	None

OAKN AD 2.8 Apron, taxiways and check locations/positions data

1	Apron surface and strength	No aprons at the current time
2	VOR/ checkpoints	NIL
3	INS/ checkpoints	NIL
4	Remarks	NIL

OAKN AD 2.9 Surface movement guidance and control system and markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	TWY signs, Transient Alert assists in parking of aircraft
2	RWY and TWY markings and LGT	Emergency Airfield Lighting System (EALS) Red runway end lights
3	Remarks	None

OAKN AD 2.10 Aerodrome obstacles

TBD

OAKN AD 2.11 Meteorological information provided

1	Associated MET Office	451 AEG Weather
2	Hours of operation	24H
3	Office responsible for TAF preparation Periods of validity	TBD
4	Type of landing forecast Interval of issuance	METAR Hourly SPECI In case of significant weather changes
5	Briefing /consultation provided	N/A
6	Flight documentation Language(s) used	METAR, SPECI ENGLISH
7	Charts and other information available for briefing or consultation	TBD
8	Supplementary equipment available for providing information	TBD
9	ATS unit provided with information	Kandahar Tower, and RAPCON
10	Additional information	None

OAKN AD 2.12 Runway physical characteristics

1	Designation of RWY	O5/23
2	Bearing	050/230
3	Length and width of runway	10500ft x 148
4	Strength (PCN) and surface of RWY	Asphalt, PCN 59
5	THR coordinates	TBD
6	THR elevation and highest elevation of TDZ precision APP RWY	TBD
7	Slope of RWY-SWY	N/A
8	SWY Dimensions	N/A
9	CWY dimensions	N/A
10	Remarks	Runway under construction/repair. Operators must check NOTAMs for up-to-date information.

OAKN AD 2.13 Declared distances

TBD

OAKN AD 2.14 Approach and runway lighting

1	RWY Designator	05/23
2	APCH Lighting System	None Rwy 05/23 has EALS (Emergency Airfield Lighting System
3	THR LGT Color WBAR	N/A
4	PAPI	AVBL
5	TDZ LGT	Not Available
6	RWY centre Line Lgt	None
7	RWY Edge Lighting	White standard spacing
8	RWY End LGT color	Red
9	SWY LGT LEN (M) Color	N/A
10	Remarks	None

OAKN AD 2.15 Other lighting, secondary power supply

1	ABN/IBN location, characteristics and hours of operation	None
2	LDI location and LGT Anemometer location and LGT	None
3	TWY edge and centre light lighting	Only blue edge light
4	*Secondary Power Supply*	AVBL Battery power runway edge lights
5	Remarks	None

OAKN AD 2.16 Helicopter landing area

None

OAKN AD 2.17 Air traffic services airspace

1	Designation and lateral Limits	Class “C” Kandahar Approach 10NM out to 30NM from the geographical center of the airport
2	Vertical limits	Up to Flight Level 290
3	Airspace Class	Class “D” airspace Kandahar Tower extends out to 10NM from the geographical center of the airport, up to and including 6000 MSL
4	ATS unit call sign Language	Kandahar Tower and Kandahar Approach English
5	Remarks	None

OAKN AD 2.18 Air traffic services communication facilities

Service designation	*Call sign*	*Frequency*	*Hours*	*Remarks*
1	2	3	4	6
TWR	Kandahar Tower	125.5 MHz, 360.2. MHz, 121.500MHz 243.000MHz	24H	NIL
GND	Kandahr GROUND	300.2 MHz 133.0 MHz	24H	
Approach	Kandahar Approach	280.825 MHz 120.8 MHz	24H	Nil

OAKN AD 2.19 Radio navigation and landing aids

OAKN AD 2.20 Local traffic regulations

OAKN AD 2.21 Noise abatement procedures

Nil

OAKN AD 2.22 Flight procedures

OAKN AD 2.23 Additional information

OAKN AD 2.24 Charts related to an aerodrome

OAIX AD 2.1 Bagram Airport (OAIX)

OAIX AD 2.2 Aerodrome geographical and administrative data

1	ARP coordinates and location	N34° 56.77' E 69°15.90'2
2	Distance and direction from (city)	25 miles north of Kabul
3	Elevation/Reference temperature	4,895 feet
4	Geoid undulation	Unavailable
5	MAG VAR/Annual change	2.60 degrees E
6	Aerodrome Administration	455 EOG/AFCAP/AM Attn Mr Doug Starkweather, APO AE 09354
7	Approved for traffic Type(s)	IFR/VFR
8	Remarks	None

OAIX AD 2.3 Operational hours

1	*AD Office*	24H Airfield Management 231-4411, Site lead 231-4596
2	*Custom and Immigration*	Day hours
3	*Health and Sanitary*	24h*
4	*AIS Briefing Office*	24h*
5	*ATS Reporting Office*	24h*
6	*MET Briefing Office*	24h*
7	*ATS*	24h*
8	*Fueling*	24 h*
9	*Handling*	24h *
10	*Security*	24H*
11	*Deicing*	Day hours*
12	*Remarks*	* Only for military aircraft

OAIX AD 2.4 Handling services and facilities

1	Cargo handling facilities	Military/contract flights only
2	Fuel/Oil Types	JP8 no oil types available*
3	Fuelling facilities/capacity	24h
4	De-icing facilities	24h (De-icing accomplished Taxiway “Alpha)
5	Hangar Space	None
6	Repair facilities	Maintenance limited for transient aircraft
7	Remarks	*Military only

OAIX AD 2.5 Passenger facilities

1	*Hotels*	Compound accommodation for military only.
2	*Restaurant*	None
3	*Transportation*	None
4	*Medical facilities*	Non
5	*Bank and Post Office*	None
6	*Tourist office*	None
7	*Remarks*	None

OAIX AD 2.6 Rescue and fire fighting services

1	Aerodrome category for fire fighting	Cat 7
2	Rescue Equipment	6 P-19s (1000 gallon each) ARFF vehicle 1 P-18 (2,000 gallon) Tanker 1 Rescue vehicle with dedicated crew
3	Remarks	Full spectrum of crash, fire & rescue service 24/7

OAIX AD 2.7 Seasonal availability – clearing

None

OAIX AD 2.8 Aprons, taxiways and check locations/positions data

1	Surface and strength of aprons	All aprons are concrete, strength unknown
2	Taxiway width, surface and strength	TWYA 220ft wide Concrete PCN: Unknown TWYB 135 ft Concrete PCN: Unknown TWYC 90ft Concrete PCN: Unknown TWYD 90ft Concrete PCN: Unknown TWYE 90ft Concrete PCN: Unknown TWYF 45FT Concrete PCN: Unknown TWYG 135ft Concrete PCN: Unknown
3	ACL location and elevation	Not available
4	VOR/ checkpoints	None
5	INS/ checkpoints	None
6	Remarks	None

OAIX AD 2.9 Surface movement guidance and control system and marking

Not available

OAIX AD 2.10 Aerodrome obstacles

Full obstacle information not available, operators must check NOTAMS. The following information is provided:

1. Observation tower#2, 30 feet high, 800 feet from end of runway. 2.
2. Supply storage point (FSSP) located SW end of r
3. Aircraft junkyard SE of runway, conexes and vehicles, 750 feet from centerline

OAIX AD 2.11 Meteorological information provided

1	Associated MET Office	455 Expeditionary Operations Group (transient aircraft),
2	Hours of operation	24H
3	Office responsible for TAF preparation Periods of validity	Military can contact https://28ows.shaw.af.mil Mil/Civ can contact PMSV on 134.1Mkz
4	Type of landing forecast Interval of issuance	METAR Hourly SPECI In case of significant weather changes
5	Briefing /consultation provided	Transient crews can receive update to their form 175-1 and or verbal briefing in the 455 EOG Met office
6	Flight documentation Language(s) used	Only TAF, METAR, SPECI English
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	None
9	ATS unit provided with information	Bagram Tower, and Approach
10	Additional information	NIL

OAIX AD 2.12 Runway physical characteristics

Designations *RWY* *NR*	*TRUE and MAG BRG*	*Dimensions of* *RWY*	*Strength (PCN) and surface of* RWY and SWY	*THR coordinates* *geoid undulation*	*THR elevation and* *highest elevation of* *TDZ of precision APP RWY*
1	2	3	4	5	6
RWY03	Not available	9852 x 180	PCN:44R/B/W/T	Not available	Not available
RWY21	Not available	9852 x 180	PCN:44/R/B/WT	Not available	Not available
Slope of RWY-SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions(M)*	*OFZ*	Remarks
7	8	9	10	11	12
Not available	Not available	Not available	Not available	NIL	None
Not available	Not available	Not available	Not available	NIL	None

OAIX AD 2.13 Declared distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	*Remarks*
1	2	3	4	5	6
RWY03	9852ft x 180ft	See Note	Not available	9852ft x 180ft	See Note
RWY21	9852ft x 180ft	See Note	Not available	9852ft x 180ft	See Note

NOTE 1: Intersection Departure available:

RWY 03: Taxiway Bravo – No departures permitted
Taxiway Charlie – 3432 feet
Taxiway E - 6406 feet
Taxiway F - 8117 feet

RWY 21: Taxiway F – No departures permitted
Taxiway E – 3434 feet
Taxiway C – 6411 feet
Taxiway B – 8113 feet

NOTE 2: Due to construction/repair to the runway, all aircraft operators must ensure they read NOTAMS prior to departure.

OAIX AD 2.14 Approach and runway lighting

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT Colour WBAR*	*PAPI VASIS (MEHT)*	*TDZ LGT (LEN)*	*RWY Centre Line LGT Length spacing colour, INTST*	*RWY edge LGT Length spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN(M) colour*
1	2	3	4	5	6	7	8	9
RWY03		5 Red/Green per side Carmanah solar powered lights	PAPI	NIL	NIL	SeeNote 1	See Note 2	NIL
RWY29		5 Red/Green per side Carmanah solar powered lights	PAPI	NIL	NIL	See Note1	See Note 2	NIL

Remarks: **Note 1**: Single white Carmanah 700 series navigation lights are placed on both sides of the runway t 300-feer intervals.

Note 2: Runway End Identifier Lights (REILs) 03/21: The REILs conist of one per side flashing white Carmanah solar powered lights, abeam the Threshold lights.

OAIX AD 2.15 Other lighting, secondary power supply

None

OAIX AD 2.16 Helicopter landing area

None

OAIX AD 2.17 Air traffic services airspace

1	*ABN/IBN location, characteristics and hours of operation*	Class C Bagram lies within 10nm radius of the Bagram TACAN (BGM), from 1000 ft AGL up to but not including Flight Level 290 **(coincident with ACC standup FL 250)** with the following exceptions: Bagram Tower Class D surface area Area from the BGM 160 radial to the 235 radial, FL280 – FL 290 • Vertical limits 1000ft AFL up to but not including FL 290 with the following exceptions • Kabul TMA (10 nautical mile radius Kabul Airfield, surfact to 6000ft AGL). Note: Kabul International Airport lies within Bagram approach airspace, 23 miles south. • Area from the BGM 160 radial to the 235 radial, FL 280-FL 290 Bagram Class E airspace: Extends from 10 to 50NM
2	Vertical Limits	See above
3	ATS unit call sign Language	Bagram Tower, Bagram Approach English
4	Transition Altitude	FL 160
5	Remarks	None

OAIX AD 2.18 Air traffic services communication facilities

Service designation	*Call sign*	*Frequency*	*Hours*	*Remarks*
1	2	3	4	6
TWR	Bagram Tower	118.35Mhz 325.75Mhz 121.500MHz 243.000MHz	24H	NIL
GND	Bagram Ground	125.9Mhz 380.8Mhz	24H	
Approach	Bagram Approach	133.35Mhz 379.3Mhz Approach discrete Assigned as needed	24H	Nil

OAIX AD 2.19 Radio navigation and landing aids

Facility	*Ident (Emission)*	*Frequency*	*Hours*	*Coordinates*	*DME antenna Elevation*	Remarks
TACAN*	BGM	Ch 105 155.5	24H	N34°56.58' E69°15.69'	12FT	See Note
PAR			24H			

AD 2.19 Note: PAR useable by military only

OAIX AD 2.20 Local traffic regulations

2.21. Control Bagram Ground Control for taxi information prior to taxi

2.22. Ground communications will be conducted on Ground Control Frequency 125.9 or 390.8. unless otherwise directed by tower.

2.23. Wheeled helicopters will ground taxi to the extent practical to avoid rotor wash and FOD.

2.24. Aircraft may not taxi closer than 25 feet from any obstruction without wing-walkers.

2.25. Heavy aircraft will not use greater than normal engine power to taxi unless absolutely necessary due to potential FOD hazards.

2.26. Controlled Movement Area(CMA): The CMA at Bagram is defined as the runway, that area on Taxiway Hotel between taxiways Foxtrot and Golf and all taxiways east of Taxiway Hotel up to the runway (except on Taxiways Bravo and Charlie_the CMA begins east of the maintenance road on these taxiways).

2.27. Bagram Control Tower is responsible for the control of vehicular equipment or pedestrian traffic only on the CMA.

2.28. All CMAs are two-wau radio controlled and require tower approval prior to entry.

2.29.

OAIX AD 2.21 Noise abatement procedures

None

OAIX AD 2.22 Flight procedures

OAIX 2.22.1 General

2.22.2. Basic radar service is available to all aircraft and will consist of safety alerts, traffic advisories, radar vectoring, and sequencing VFR traffic with IFR and other participating VFR traffic. Radar traffic pattern is standard rectangular pattern, 7,500 MSL. Practice approaches authorized for military only and provided on a work-load permitting basis.

2.22.3. Departure Procedures: Tower will instruct aircraft to maintain an altitude at or below 1,000 feet AGL until past the departure end of the runway to ensure separation from aircraft when the overhead pattern is in use.

2.22.4. Vector to Initial Procedure: IFR aircraft requesting radar vectors to initial will be sequenced into the traffic flow by RAPCON.

2.22.5. Visual Approach Procedure: Arriving aircraft requiring a visual or contact approach should make their request with RAPCON on initial contact and request a local IFR clearance.

2.22.6. Intersection Departures: ATC may initiate or pilots may request an intersection departure and all distances are rounded down to the nearest 50ft.

2.22.7. Breakout/Go Around/Missed Approach Procedures:

2.22.7.1. Outside 6 nautical miles for either runway “(ACID)” climb and maintain 12,000 MSL, expect radar vectors.

2.22.7.2. 6 nautical miles or less for either runway "(ACID) climb and maintain 12,000 MSL, execute published missed approach."

OAIX AD 2.23 Additional information

2.23.1 Transient and Civilian aircraft:

Command Post is the focal point for all inbound transient or civilian aircraft. Command Post or the ACCE Director will provide the control tower with the call sign of all approved transient and civilian aircraft. The control tower will direct transient aircraft to the most suitable parking spot as directed by Command Post or Transient Alert.

2.23.2 Transient Transport Aircraft RON Parking: Taxiway Alpha and Bravo shall be used as the primary transient transport (C-130, C-17) aircraft parking areas unless otherwise notified by Command Post or Airfield Management (AM).

OAIX AD 2.24 Charts related to an aerodrome

OAUZ AD 2.1 Kunduz Airport (OAUZ)

OAUZ AD 2.2 Aerodrome geographical and administrative data

AD 3 HELIPORTS

There are no registered civil heliports at present.